

Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading: Final Report

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ARL-SR-287

May 2014

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Army Research Laboratory

Aberdeen Proving Ground, MD 21005-5069

ARL-SR-287

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REPORT DOCUMENTATION PAGE				Form Approved OMB No. 0704-0188
<p>Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0704-0188), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.</p> <p>PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ADDRESS.</p>				
1. REPORT DATE (DD-MM-YYYY) May 2014	2. REPORT TYPE Final	3. DATES COVERED (From - To) 1–31 January 2014		
4. TITLE AND SUBTITLE Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading: Final Report		5a. CONTRACT NUMBER		
		5b. GRANT NUMBER		
		5c. PROGRAM ELEMENT NUMBER		
6. AUTHOR(S) Christopher P. R. Hoppel, Scott Kukuck, Ravi Thyagarajan, Michael Tegtmeyer, Dan Nicolella, Sikhana Satapathy, Wayne Chen, Mat Philippens, Barry Shender, Spyros Masouros, Sarah Hug, Tusit Weerasooriya, Joel Stitzel, and William Errico III		5d. PROJECT NUMBER		
		5e. TASK NUMBER		
		5f. WORK UNIT NUMBER		
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) U.S. Army Research Laboratory ATTN: RDRL-WMP-B Aberdeen Proving Ground, MD 21005-5069		8. PERFORMING ORGANIZATION REPORT NUMBER		
		ARL-SR-287		
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)		10. SPONSOR/MONITOR'S ACRONYM(S)		
		11. SPONSOR/MONITOR'S REPORT NUMBER(S)		
12. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release; distribution is unlimited.				
13. SUPPLEMENTARY NOTES				
14. ABSTRACT The Warrior Injury Assessment Manikin (WIAMan) Project Management Office in conjunction with the Blast Protection for Platforms and Personnel Institute hosted the Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading on January 7–9, 2014, at the U.S. Army Research Laboratory. This workshop addressed the numerical analysis tools available to simulate and investigate human and human surrogate response to accelerative loading induced to vehicle occupants from blast, with emphasis on underbody blast. The workshop discussion focused on evaluating the maturity of current modeling and associated experimental efforts, establishing what can be done with current tools, and what additional research is needed to advance our understanding of predicting injuries under blast loading environment. There were two keynote presentations: Dr. Scott Wagner of the Walter Reed Spine Research Laboratory gave a presentation titled “A Clinical Overview of Wartime Spinal Injuries,” and Mr. Michael Tegtmeyer and Dr. Warren Hardy gave a presentation titled “Experimental Simulation of the Under-body Blast Environment.” Dr. Wagner’s presentation provided insight into current efforts to repair Soldier spine injuries from accelerative loading events in Iraq and Afghanistan. Tegtmeyer and Hardy presented the research they have led under the WIAMan program to induce accelerative loading conditions to Hybrid 3 anthropomorphic test devices as well as cadaveric specimens. The following report documents the materials presented at the workshop, summarizes the discussion and major findings, and offers some recommendations that are suitable for guiding the future of research in this area.				
15. SUBJECT TERMS accelerative loading injuries, numerical modeling, blast, human response, underbody blast				
16. SECURITY CLASSIFICATION OF:		17. LIMITATION OF ABSTRACT	18. NUMBER OF PAGES	19a. NAME OF RESPONSIBLE PERSON
		UU	574	Christopher P. R. Hoppel
a. REPORT Unclassified	b. ABSTRACT Unclassified	c. THIS PAGE Unclassified		19b. TELEPHONE NUMBER (Include area code) (410) 278-8878

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Executive Summary

The Warrior Injury Assessment Manikin (WIAMan) Project Management Office in conjunction with the Blast Protection for Platforms and Personnel Institute hosted the Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading on January 7–9, 2014, at the U.S. Army Research Laboratory. This workshop addressed the numerical analysis tools available to simulate and investigate human and human surrogate response to accelerative loading induced to vehicle occupants from blast, with emphasis on underbody blast. The workshop discussion focused on evaluating the maturity of current modeling and associated experimental efforts, establishing what can be done with current tools, and what additional research is needed to advance our understanding of predicting injuries under blast loading environment. There were two keynote presentations: Dr. Scott Wagner of the Walter Reed Spine Research Laboratory gave a presentation titled “A Clinical Overview of Wartime Spinal Injuries,” and Mr. Michael Tegtmeyer and Dr. Warren Hardy gave a presentation titled “Experimental Simulation of the Under-body Blast Environment.” Dr. Wagner’s presentation provided insight into current efforts to repair Soldier spine injuries from accelerative loading events in Iraq and Afghanistan. Tegtmeyer and Hardy presented the research they have led under the WIAMan program to induce accelerative loading conditions to Hybrid 3 anthropomorphic test devices as well as cadaveric specimens. The following report documents the materials presented at the workshop, summarizes the discussion and major findings, and offers some recommendations that are suitable for guiding the future of research in this area.

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1. Introduction

Injuries from accelerative loading are a major concern to the Department of Defense. Blast weapons used against vehicles and dismounted personnel have caused significant injuries and fatalities during recent operations. Even in well-protected vehicles, Soldiers have sustained life-changing injuries to the spine or lower extremities as a result of the rapid acceleration of the body during a blast event. To reduce the potential for these injuries, the Army has invested in the development of a new anthropomorphic test device (ATD) specifically focused on accelerative loading injuries for vehicle occupants (the Warrior Injury Assessment Manikin, or WIAMan, project), as well as the development of numerical analysis tools to model the effects of blast on vehicles (the Blast Protection for Platforms and Personnel Institute, or BP3I, program).

Numerical modeling of the human subject to these accelerative loads offers tremendous potential to enhance the understanding of accelerative loading injuries and to subsequently reduce their occurrence. When the strengths and limitations of numerical models are well understood, the models can be used to provide insight into experimental efforts, thus providing data beyond what is measured. Models can also be used to study variations in experimental parameters, investigate effects of biodiversity, and investigate potential protective systems. Currently there are several ongoing efforts within the Department of Defense to model accelerative loading injuries in the human. The National Highway Traffic Safety Administration and the automotive industry also sponsor significant research in modeling the human response to automotive crashes. Therefore, this workshop was designed to bring together expertise from government and academia to discuss the state of the art in numerical modeling.

The workshop was organized into six sessions. Each session featured a series of 25-min presentations, followed by a 30-min discussion moderated by the session chairs. Section 2 of this report consists of the individual reports by the respective session chairs. The session chairs were asked to focus on drawing out the key technical challenges for numerical modeling of accelerative loading of humans and ATDs. It should be noted that there were common themes in the six sections, and these are reemphasized in the individual reports. Section 3 of the report draws conclusions based on the workshop, and section 4 offers recommendations that were derived from the insights gained from the workshop. The appendices of this report contain the workshop agenda (Appendix A), the abstracts (Appendix B), the slides from the original presentations (Appendix C), the session chair summary presentations (Appendix D), and the attendee list (Appendix E).

2. Summary of Technical Research Areas

2.1 Session 1: Numerical Analysis Techniques for Anthropomorphic Test Devices (ATDs) to Simulate Human Response to Accelerative Loading

Session 1 of the workshop included the following presentations:

- “A Preliminary Evaluation of Human & Dummy Finite Element Models under Blast-Induced Accelerative Loading Conditions” by Costin Untaroiu, Jacob Putnam, and Warren Hardy, presented by Costin Untaroiu, Virginia Polytechnic Institute and State University
- “Approaches for Predicting Human Anatomical Variations Using Anthropometric and Demo-Graphic Data” by Catherine Carneal, Yoshito Otake, Dean Kleissas, Andrew Merkle, Mehran Armand, Manuel Uy, Gaurav Thwait, John Carrino, Brian Corner, Marina Carboni, Barry DeCristofano, and Michael Maffeo, presented by Catherine Carneal, Johns Hopkins University Applied Physics Laboratory
- “Numerical Approach for Modeling Human Joints in Anthropomorphic Test Devices (ATDs)” by Renuka Jagadish and Hyunsok Pang, presented by Renuka Jagadish, Humanetics Corporation

In “A Preliminary Evaluation of Human & Dummy Finite Element Models under Blast-Induced Accelerative Loading Conditions,” Costin Untaroiu discussed the challenges of modeling lower extremities and lumbar spine in human and dummies. Human finite-element (FE) models (Global Human Body Model Consortium [GHBMC] and Total HUMAN Model for Safety [THUMS] models) and dummy FE models (Hybrid III–Livermore Software Technology Corporation version and THOR-k -VT/NASA version) frequently used in automotive crash simulations were evaluated in this study. Kinematic responses predicted by these models were compared to published data recorded under various vertical impact conditions. In addition, dummy injury assessment reference values and human stress/strain data were calculated to evaluate the risk of injury predicted by the dummy and human models, respectively. This study emphasized the modeling challenges of lower extremities and lumbar spine and provided recommendations for improving current human and dummy FE models.

The second presentation, “Approaches for Predicting Human Anatomical Variations Using Anthropometric and Demo-Graphic Data,” was presented by Catherine Carneal of the Johns Hopkins University Applied Physics Laboratory. Ms. Carneal described an approach that has been developed to create a statistical shape atlas of the human lung using medical image datasets and used to evaluate how variations in subject stature and demographics relate to changes in internal organ size. This method could be expanded for additional anatomical regions and tissue structures (both soft organs and skeletal) to provide a basis for developing computational human models appropriate for a range of human subjects.

The third presentation, “Numerical Approach for Modeling Human Joints in Anthropomorphic Test Devices (ATDs),” was given by Renuka Jagadish of Humanetics Corporation. Ms. Jagadish emphasized that the ATD neck has to be modeled as closely as possible to represent the kinematic response of the ATD hardware. This includes assigning the right contact and material properties to capture the response and get a good correlation with respect to the test curves. The “nodding” block is a small piece of rubber placed between the neck disc and the lower load cell. The nodding block rubber is prestressed during assembly; this initial compression force/prestress at the interface has a significant effect on the results.

In the discussions at the end of each paper and in the final session wrap-up, the following major challenges facing the community emerged:

1. End user-focus
 - Model needs to reflect its intended use.
 - The models should enable testing focused on important mechanisms.
 - Regulation needs standardization.
2. Proliferation of different ATD models
 - Which model should the end-user choose?
 - Geometry does not always reflect physical article used.
 - Scientific advances have not been broadly disseminated.
 - Scaling techniques need to be developed for ATD models.
 - Contact functions are needed for the models.
 - Material properties should be published and disseminated.
 - Improved numerical meshes are needed.
 - Full reporting of the model details will reduce duplication of efforts.
3. Common understanding of definition and accepted methods of conducting validation
 - Results and input from model validation available for peer review.
 - Caveats and limitations known and disseminated.
4. Data generally accepted as appropriate for validation of underbody blast (UBB) experiments
 - The modeling community needs data for both ATD and human models.

- Modeling community integrated early in the experimental process to ensure the right measurements and boundary conditions are recorded.

5. Scalability: Full-scale, system-level testing is needed

The following challenges were identified as not being fully addressed by the research community at the present time:

1. Posture, posture, posture
 - Vehicle refresh lag: We will have our current vehicles for a long time.
 - Validated models need to be useful for near- and medium-term occupant postures.
 - Articulation of ATD and human models into military-relevant postures is required.
2. A common understanding of the UBB loading environment
 - Definition of the loading rates appropriate for biological material in an UBB event.
 - Loading is not uniform.
3. Common anthropometry definition (e.g., WIAMan? Zygote?)
4. Are we sensitive in the right places? (Testing [and by extension, modeling] is intended to enhance protection systems.)
5. Kinetics and kinematics
 - How to address the interaction of the occupant with the vehicle structure.
 - How to model the belts and safety systems.
6. Bridge between accurate ATD and human response. (Regulation is ATD. Occupant protection is human.)

2.2 Session 2: Multi-Scale Modeling Techniques for Human Tissue Response

Session 2 of the workshop included the following presentations:

- “Effect of Loading Rate and Orientation on the Compressive Response of Human Cortical Bone” by Brett Sanborn, C. Allen Gunnarsson, Mark Foster, Paul Moy, and Tusit Weerasooriya, presented by Brett Sanborn, U.S. Army Research Laboratory (ARL)
- “Experimental and Finite Element Analysis of Brain Tissue under High Strain Rates” by Lakiesha N. Williams, Mark Horstemeyer, Jun Liao, and Rajkumar Prabhu, presented by Lakiesha N. Williams, Mississippi State University
- “Hierarchical Development of Biomedically Validated Human Computational Models” by Robert Armiger, Alexis Wickwire, Kyle Ott, Alex Iwaskiw, Tim Harrigan, Liming Voo,

- JiangYue Zhang, Catherine Carneal, Jack Roberts, and Andrew Merkle, presented by Robert Armiger, Johns Hopkins University Applied Physics Laboratory
- “Material Properties of the Human Heel Fat Pad Across Loading Rates” by Grigoris Grigoriadis, Nic Newell, Spyros Masouros, and Anthony Bull, presented by Spyros Masouros, Imperial College London
- “High Rate Experimental BioMechanics: Investigations to Quantify the Effect of Loading Rate and Micro/Sub-structural Details on the Fracture Response of Human Cortical Bones” by Tusit Weerasooriya, ARL
- “Recent Developments in a Computational Shock Physics Tool for Modeling Fluid-Structure Interaction” by Shane Schumacher, Sandia National Laboratories (SNL)
- “Human Body Models and Computational Tools for Human Response to Blast and Accelerative Loadings” by Dr. Andrzej Przekwas and Dr. X. G. Tan, presented by Dr. Andrzej Przekwas, Computational Medicine and Biology Div., CFD Research Corp.

This session consisted of talks in two important areas: tissue constitutive characterization and computational modeling methods. Unlike most conventional engineering materials, biological materials possess a great degree of anisotropy, inhomogeneity, nonlinear inelastic behavior, and time dependence. In addition, because of a hierarchical structure, there is a need to develop histology-informed constitutive models and bridge the scales from cellular mechanics to tissue-, organ-, and system-level phenomena.

The goal of multiscale modeling of humans is to minimize testing requirements for improved personal protective equipment (PPE) and vehicle design in the long term, and help design better-instrumented surrogates, such as WIAMan in the near term. To attain this objective, three critical challenges need to be addressed: development of biofidelic models, constitutive description of hard and soft tissues, and robust numerical methods to solve the initial boundary value problems.

2.2.1 Hierarchical Biofidelic Models

Accurate representation of the geometry of organs and important details of components, subcomponents, and how they interact are crucial to successful modeling of human system. The presentation by Robert Armiger emphasized this approach in their modeling of the head, neck, and lumbar spine system. A model validation hierarchy is depicted in figure 1, where experiments and modeling at multiple scales are envisaged. One of the challenges in developing a biofidelic computational model is accurate discretization of various complex geometries at different scales. First, the important anatomical features must be preserved, and second, an appropriate FE discretization must be realized. The complex anatomy often encourages the use of lower-order elements with reduced integration points, leading to computational inaccuracy.

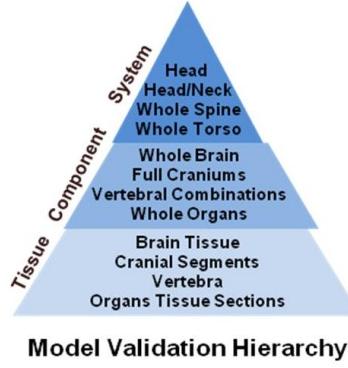


Figure 1. Model validation hierarchy
for head-neck system.

2.2.2 Constitutive Tissue Models

Accurately describing the constitutive response of tissues is critical to developing computational models of human systems. This has been the subject of extensive study over several decades for quasi-static loading conditions. For high-rate loading scenarios, such as an underbody loading event, relevant research has been pursued only more recently. At this initial phase of high-rate tissue studies, mostly conventional techniques have been used. There is a need to explore new experimental methods and novel analysis techniques to extract constitutive properties of biological tissues at the appropriate loading rates.

2.2.2.1 Soft Tissues

One of the main issues in measuring soft tissue response is that inertia effects dominate conventional high-strain-rate measurement techniques. For example, the highly nonlinear response reported by Williams, shown in figure 2, shows an “apparent” hardening and softening behavior of porcine brain. However, this is likely attributable to lateral inertial effects and a lack of stress equilibrium in the sample and not a material response. Therefore, either novel experimental techniques need to be developed or an inverse numerical method is required to extract the constitutive data. An example of a novel experimental technique was reported by Johns Hopkins University’s Applied Physics Laboratory group, where they modified the conventional Split Hopkinson Pressure Bar (SHPB) technique to apply shear loading to soft tissue. Other novel techniques such as plate impact experiments, where lateral strain is zero, need to be explored. Masouros et al. presented an inverse FE methodology to extract the constitutive response of the heel-pad from static and dynamic experiments. Such methods need to be further explored in interpreting experimental data.

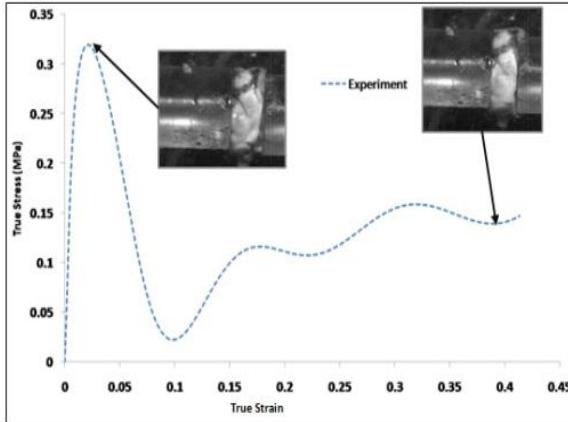


Figure 2. Highly “apparent” nonlinear hardening/softening behavior of soft tissue measured in SHPB is attributable to inertial effects.

2.2.2.2 Hard Tissues

Bone, on the other hand, presents a high level of anisotropy due to the presence of osteons and other microstructural features. Bone properties are highly location dependent because of disparate cortical and trabecular compositions and differences in microstructure. Sanborn et al. showed that strain in bone specimens as measured by digital image correlation differs from the strain gage measurements in SHPB experiments. Their results captured strain rate effects, anisotropy, and spatial variation of human cortical femur bone tissue. Their results on property variation between different species (human, bovine, equine, etc.) bring up an important point on correlating dynamic bone properties to intrinsic properties, such as density, mineral content, etc. Dynamic fracture property measurement, reported by Weerasooriya et al., also indicated a similar need based on the variability of properties on location and age. Another important question that needs to be addressed is the property distribution as a function of population distribution. The inherent need to test large sample sizes renders this study expensive and time consuming, albeit necessary.

2.2.3 Robust Numerical Methods

FE methods have long been developed and used for solving continuum mechanics initial-boundary value problems and are being extensively applied for modeling human systems. For blast and ballistic applications, both Lagrangian and Eulerian techniques are essential to capture various fluid-structural interactions at multiple scales. Shumacher, from SNL, presented a repertoire of current capabilities in CTH, and the capabilities of the multiphysics code CoBi were discussed by Przekwas from CFD Research Corporation (e.g., figure 3). Biomechanical models are multiscale and multiphysics in nature, requiring use of massively parallel solvers.

Micromechanics-based models are necessary at lower length scales, possibly containing multiple representative volume elements, whereas higher length scale models need to be biofidelic and multiphysics. Computational strategies must be developed to bridge these two length scales, as a

single computation is not likely to produce high-fidelity results for the whole human system. An important aspect of human modeling is incorporating the stochastic nature of input conditions and variability in anatomic structure and tissue constitution. Stochastic and probabilistic models are not commonly employed in computational models of engineering systems but appear to be essential for modeling human systems. While deformation-related phenomena are expected to be represented by mean value distributions, failure and post-failure behavior are expected to be manifested by extreme value distributions.

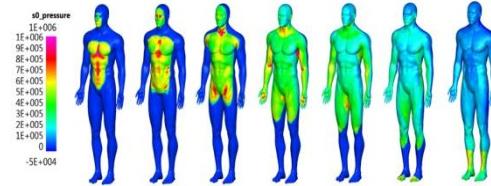


Figure 3. Human biomechanics models require fluid-structure interaction tools and accurate biofidelic models.

Another major need for human modeling is the hierarchical validation of computational models. Experimental data need to be generated at multiple scales, and quantitative metrics are needed for model validation. Current data collection is limited to a few integrated force/acceleration measurements, which are extrapolated into a spatial distribution of stress and strain through models which have been calibrated to limited data. As measurement methods improve, *in situ* measurement of stress-strain, fracture, and deformation would help validate numerical models.

2.2.4 Recommendations

Based on the information presented in this session and subsequent discussions, we've provided the following recommendations:

1. Material data for different tissues in relevant loading rate regimes are needed. These data need to contain failure and post-failure behavior and low and high strain rates. Current high-rate methods appear to be inadequate, and hence investment should be made to (a) develop new experimental techniques to measure dynamic properties of biological tissues and (b) develop inverse methods to extract constitutive data from experimental measurements.
2. Since injury biomechanics is heavily reliant upon animal and cadaveric data, similarity and differences between live, fixed, and cadaveric tissues need to be established to develop transfer functions between different models.
3. Model validation strategies/metrics need to be developed. This would include (a) carefully designed benchmark experiments, (b) high-fidelity characterization of postmortem human subjects (PMHS), and (c) adjudicated model validation data sets for the community.

4. Multiscale and multiphysics computational strategies also need to be developed. Algorithms to bridge multiple length scales going from tissue-level physics to whole human dynamics require development of new computational methodologies. New meshing techniques are needed to produce accurate biofidelic FE discretization using robust elements.
5. A concerted effort is needed to integrate measurement of different tissue structures and constitutive behavior, sensitivity analysis based on anthropometric differences, development of biofidelic FE models, multiscale computational techniques capable of representing stochastic data, and benchmark experiments for model validation.

2.3 Session 3: Numerical Methods to Simulate the Response of Human Tissue and Bone to High-Rate Loading

Session 3 of the workshop included the following presentations:

- “Comparing the Use of Dynamic Response Index (DRI) and Lumbar Load as Relevant Spinal Injury Metrics” by Ravi Thyagarajan, Kumar Kulkarni, and Jaisankar Ramalingam, and presented by Ravi Thyagarajan from the U.S. Army Tank Automotive Research, Development and Engineering Center (TARDEC)
- “Developing an Empirical Model to Estimate Tibia Injury” by Brian Benesch, Joseph Collins, and Joseph O’Bruba, presented by Joseph O’Bruba (ARL)
- “Towards A Micromechanics-Based Simulation of Calcaneus Fracture and Fragmentation Due to Impact Loading” by Rebecca A. Fielding, Wesley S. Teerlink, Michael V. Robinson, Christopher D. Kozuch, Hannah V. Putnam, Timothy M. Ryan, and Reuben H. Kraft, and presented by Reuben H. Kraft of the Pennsylvania State University
- “Pelvis Response Effects on Whole Body Under-Body Blast Simulations” by Adam Golman, Kyle Ott, Robert Armiger, Tim Harrigan, Catherine Carneal, Andrew Merkle, and presented by Adam Golman of the Johns Hopkins University Applied Physics Laboratory
- “Numerical Methods for Large-Scale Simulation of Tissue and Tissue Simulant Response to Blast, Model Validation and Limitations” by Raul Radovitzky of the Massachusetts Institute of Technology (MIT)

A main conclusion of the first presentation, “Comparing the Use of Dynamic Response Index (DRI) and Lumbar Load as Relevant Spinal Injury Metrics,” was that the DRI is not a relevant injury metric. The poor correlation to injury for loading scenarios other than the aircraft-specific ejection seat has been proven in numerous publications since DRI was developed. Hence, there is a need to develop new injury metrics (initial recommendation was to the Compressive Lumbar Force measured in ATDs) that address the injuries to lumbar and thoracic spine for UBB load conditions. These metrics should include the following features:

- Provide a probability for multiple severities (not 0 or 1) resulting in an injury assessment tool.
- Display an injury severity similar to abbreviated injury scales but more understandable and quantitative, preferably related to short-term return to duty and long-term quality of life.
- Account for different failure modes (e.g., disc burst versus wedge failure) and based on observed dynamic injury mechanisms at different scales.
- Address effects of loading rate, duration, and load conditions, which include PPE and restraint systems.
- Apply to various sizes of occupants.

In the second presentation, “Developing and Empirical Model to Estimate Tibia Injury,” the mechanical response of the vehicle at the location of the feet was correlated statistically to the injuries sustained. This was done for only a vertical lower leg position. Variations in lower limb orientations or footwear were not included. For empirical injury model development, a worst-case scenario needs to be identified, although the subsequently designed vehicle or protective gears may be overdesigned for most cases. This method will not be useful for predicting injury risk in a general way. Besides overpredicting the injury risk, it does not count for nonvertical tibia positions and consequently induced bending load. This method is also heavily relying on available injury data that need to be accompanied by detailed adequate data on the vehicle and threats.

In the third presentation, “Towards A Micromechanics-Based Simulation of Calcaneus Fracture and Fragmentation Due to Impact Loading,” Dr. Kraft discussed that a primary challenge is that failure criteria at micromechanics scales or mesoscales are needed to identify injury or failure initiation and early-stage propagation of failure in bones. One example is that numerical techniques are needed to evaluate the effects of viscous fluid passing through permeable cell walls at high loading rates. The following issues need to be addressed in future development:

- Surrogates’ response to blast loading needs to be validated by cadaver response; this should include a definition of biofidelity.
- Modes of failure need to be addressed (e.g., will failure include puncture of the cadaver skin?).
- Can the degrees of freedom at ATD joints mimic human joints?
- Effects of boots in shock isolation, and PPE effects in general.
- Effects of preexisting damage.
- A fundamental challenge is the highly scattered data for tissue response to high-rate loading.

- Need high-fidelity characterization methods to generate input data and validation cases.

This method is being applied for shock-induced calcaneus fractures. This increases the knowledge on fracture/failure mechanisms on a micro scale, which will be helpful in the design of footwear of shock-mitigating materials. However, the actual approach in vehicle design aims at shock mitigation provided by the vehicle structure to prevent any shock load directly applied to the occupant. Acceleration-induced inertial loading is more relevant for the UBB loading mechanisms leading to the occupant injuries. Consequently, the acceleration and blunt impact loading mechanisms causing injury are more relevant than shock mechanisms. The degree of required biofidelity at this component level will make it challenging to produce an effective biofidelic response at a higher system level.

The presentation “Pelvis Response Effects on Whole Body Under-Body Blast Simulations” shows the influence of the pelvis and material properties on the ATD response. The Vertical Acceleration Load Transfer System is valuable in generating realistic loading scenarios simulating UBB scenarios. The test showed that the design of the pelvis and pelvic flesh of the Hybrid III ATD is not optimized for vertical loading. In addition to the lack of biofidelic reference for vertical loads, the flesh is not durable. The FE modeling is a useful tool in analyzing and understanding the physics. The observation that the vertical motion of the lower limbs decreases the compression load in the lumbar spine is correct; however, this is most likely not realistic, as human lower limbs will fracture at these loading conditions. A challenge for future research is to identify significant short comings of the ATD with respect to the actual human occupant. Analysis of FE ATD model responses compared to PMHS and human body models appears to be promising to identify and quantify essential responses for the UBB ATD to be developed. However, the biofidelity and sensitivity of the models, as well as the ATD, should be optimized for the protective vehicle designs. Occupant load data for these designs are limited, as the first generation of these optimized vehicles and protection solutions are just starting to become available.

Raul Radovitzky (MIT) gave the final presentation, “Numerical Methods for Large-Scale Simulation of Tissue and Tissue Simulant Response to Blast, Model Validation and Limitations.” Dr. Radovitzky discussed that numerical simulations are capable of capturing the functions of protective gears. For example, the use of a face shield attached to the helmet can significantly reduce the impact load to the brain under blast. Rate-dependent material models embedded to the simulation codes show the capability to capture the main features of material impact responses from dynamic experiments. However, the scatter in available experimental results is too high.

There is a need for improved communications between the modeling and simulation community and the experimental community to optimize the availability of experimental data to validate models. These communities need to focus on the actual sustained injuries in theatre to be most relevant. The vehicle designer and modeler need to be included in this process, as it is most likely that the first level of protection is most effective by integrating the shock mitigation in the

vehicle design. In general, add-on protection seems to be less effective than protection integral to the vehicle design. These communities need to develop and specify methods to assess the biofidelity and procedures and criteria to validate the models. These efforts should leverage current methods available in the automotive and aircraft crash communities with respect to biofidelity.

Microscale models are needed to help understand the details of the load-bearing capacities of the human body. These models could provide insight into the variations in biological mechanical response. These models could also be useful to optimize second and third generation vehicles. At this time, a large scale (full body) model of an ATD and a human body will be most effective to generate the first generation underbody blast ATD.

2.4 Session 4: Methodologies to Simulate Blast Loading Conditions

Session 4 of the workshop included the following presentations:

- “Current Trauma in Operations Iraqi and Enduring Freedom and rhBMP-2, The Walter Reed Experience” by Scott Wagner and Ronald Lehman, presented by Scott Wagner, Walter Reed National Medical Center
- “Development and Validation of the WSU Human Body Model” by Alan Goertz and David Viano, presented by Alan Goertz, Wayne State University
- “Adapting Automotive-Based Finite Element Models of Lower Extremity for High-Rate Impact Simulation of Occupants Subject to Under-Vehicle Blasts” by Matthew Panzer and Robert Salzar, presented by Robert Salzar, University of Virginia
- “Current Research and Development Activities of the Full Body Model Center of Expertise of the Global Human Body Models Consortium Project” by Scott Gayzik and Joel Stitzel, presented by Scott Gayzik, Wake Forest University
- “Modeling the Human” by Courtney Cox, Brian Bigler, Jason Luck, and Cameron R. Dale Bass, presented by Cameron R. Dale Bass, Duke University
- “Human Body Model Injury Analysis in Real-World Crash Simulations” by Kerry A. Danielson, James P. Gaewsky, Caitlin M. Weaver, and Joel D. Stitzel, presented by Kerry Danielson, Wake Forest University
- “Numerical Modelling Undertaken at Dstl (UK) Concerning Vehicle Floor Plate Impact of Surrogates and Anatomical Human Entities Due to Under-Body Mine Loading” by Dan Pope, Chris Taggart, Joe Cordell, and Ian Softley, presented by Daniel Pope, UK Defense Science and Technology Laboratory

- “Optimal Design of a Novel Energy Absorbing Material to Mitigate the Blast Effect on the Lower Extremities” by Feng Zhu and King H. Yang, presented by King Yang, Wayne State University

The first presentation of the session was a keynote address provided by LT Scott Wagner of the Walter Reed National Military Medical Center. The presentation was a clinical overview that showed injury examples observed during recent operations and treatments provided for these injuries. In addition to illustrating the trauma severity and complex procedures required to stabilize fractured skeletal sections, the presentation also revealed promising, novel, and cutting-edge treatments being investigated to aid in patient recovery. Yet-to-be-resolved issues with these treatment options were discussed. The presentation was well received by those in attendance. During the discussion time following the presentation, it was emphasized that the biomechanics research community should maintain a connection to the clinicians who are presented with the injuries and responsible for treatment. This connection serves to maintain focus on areas of deficiency and can guide the work needed to be done to establish useful injury prediction tools.

As originally envisioned, the technical content of session 4 was intended to revolve around methods of simulating the loads applied to humans and human surrogates that would represent what would be observed during blast events. Based upon the received submissions, the content evolved to include how to simulate the responses of full-body humans and human surrogates to loads generated during blast events. The session contained eight presentations, including one of the two workshop keynote addresses. All abstracts and presentations are included in the appendices of this report.

For simulating the response of the human to possibly injurious loading, three Human Body Models (HBMs) were discussed during the technical presentations: the Wayne State University Human Body Model (WSUHMB), the GHBMC, and the THUMS. All of the presented models are being developed for use with the LS-DYNA nonlinear transient dynamic FE computer program with limited support for other computational solvers. The development of these models has been driven, at least initially, by support from automobile manufacturing companies. Each model possesses different levels of computational fidelity and also has different restrictions on use/licensing (THUMS, for example, is prohibited for use in military applications).

Beyond HBMs, there were other topics covered in the technical presentations of session 4. An application was presented of FE methods to help understand how materials currently used to mitigate lower-extremity loading behave and how to potentially optimize these materials. An overview of topics of interest and current efforts being conducted by the United Kingdom’s Defence Science and Technology Laboratory was provided. Both of these presentations highlighted how modeling and simulation of the human body can be used to assist protection technology developers in better enabling their technology to protect vehicle occupants.

The presentation that arguably generated the most conversation—and drove much of the post-session discussion—was given by Dr. Cameron Bass from the Duke Biomedical Engineering group. The presentation was modified, in near real time, to incorporate topics and thoughts relevant to presentations and discussions from the previous three sessions of the workshop. These topics served to center and reorient workshop attendees on items that are relevant to simulations involving human body model representations. The topics included anthropometry, validation, muscle activation and pretensioning, constitutive relations and material response, population variance, and distribution.

The following lists do not summarize the presentation material. Rather, they summarize the discussions that followed the talks and the major issues that need consideration by the program and scientific community.

The Verification/Validation Controversy

- There is considerable variability in defining validation.
- Ideally, validation should be quantitative, not merely visually comparing curves to see if they match. Computing a correlation metric, r^2 and p value, is not sufficient.
- Validation must be accompanied by an explanation of how it was performed and what limitations/caveats exist. Validation metrics and methods should be identified. It is important to identify where the model is both valid and invalid.
- Models should be developed using a hierarchical approach; determine the correct material models developed under the operationally relevant loading conditions at the component and subsystem levels. If the underlying component structure is verified and valid, then the system should behave predictably without the need for tweaking. Validation and verification occur during model development—not solely after the model is “complete.”
- Ultimately, a human occupant/surrogate must interact with the environment, so models must also be developed for vehicle, seating, restraints, and PPE with material properties determined under relevant dynamic conditions.
- The attendees discussed whether a standard for validation could be developed. Papers that were referenced for quantitative validation as well as the hierarchical approach can be found in the references list (Francis, et al. 2012; Nicolella et al. 2006; Henninger, et al. 2010; Oreskes et al. 1994; Anderson et al. 2007; AR 5-11 in 2005; and ASME guides in 2006 and 2009).

What Constitutes Valid Scaling?

- Methodology to translate animal response to human; there are a number of techniques to do this, but they must account for realistically scaled loading conditions.

How Should Models Account for Variability?

- Account for input unknowns: physiology, loading, geometry, sex, age, etc.
- Muscle response is a source of variability that cannot be achieved through ATD or PMHS testing—how to account for muscle activation timing and magnitude and muscle wrapping in complex structures (e.g., neck).
- Material property models must account for variability—develop a statistical distribution.
- How do we deal with post-failure material behavior? Requires basic research.
- Automotive models may be a good starting point but require modification for use in blast environment.

What's Important To Model and What Is Not?

- Identify what parts of the model require high biofidelity and which parts do not based on operational needs—this will help to address practical computation needs (e.g., run time).
- Conduct a sensitivity analysis and focus on what's important based on requirements for what the ultimate use of the model is, not on including everything to the last detail.
- Focus on 50th percentile male of some existing models is problematic—50th percentile of what? No one is 50th percentile for all aspects. What about the rest of the population, including females and very large males?
- Program management must specify injury mechanisms from the trauma database to develop appropriate validation experimentation; this is not up to the experimentalists.

Relationship Between Testing and Model

- Use model requirements to inform testing requirements (loading, postures, instrumentation) before testing begins; this results in fewer, more comprehensive tests, better models, and cost savings.
- Validation experiments: There needs to be a compromise between funding and the desired number of data points, so ensure that there are sufficient data to account for the variability in the input parameters (geometry, posture, loading, sex).

What Are the Ultimate Goals of the Program?

- What do we want from the modeling? If, for example, it's a design tool, then it needs to be driven by operational requirements (focus on persistent, common injuries, not on nonsurvivable injuries).
- Ultimately, we want to develop modes of mitigation (technology or behavior).
- Prioritize investments based on the goal.

- The goal is to provide protection for a human occupant.
- A design toolbox based on human injury tolerance and achievable mitigation is a step towards that goal.

2.5 Session 5: Numerical Analysis Methodologies for Human Body Subject to High-Rate Loading

Session 5 of the workshop included the following presentations:

- “Constitutive Model and Parameter Sensitivity in Predicting Lower Leg Response for Underbody Blast Events” by Megan Lynch and Adam Sokolow, presented by Megan Lynch of ARL
- “Coupled Eulerian and Lagrangian Approaches for Dynamic Injury Analysis” by Timothy P. Harrigan, Robert Armiger, Catherine Carneal, JiangYue Zhang, and Andrew Merkle, presented by Timothy P. Harrigan of the Johns Hopkins University Applied Physics Laboratory
- “Crew Response in Full System HFCP” by Allen Shirley of CORVID Technologies
- “Evaluating the Effectiveness of Various Blast Loading Descriptors as Occupant Injury Predictors for Underbody Blast Events” by Kumar B. Kulkarni, Jaisankar Ramalingam, and Ravi Thyagarajan, presented by Jaisankar Ramalingam of TARDEC
- “Neck Response of a Finite Element Human Body Model During a Simulated Rotary-Wing Aircraft Impact” by Nicholas A. White, Kerry A. Danelson, F. Scott Gayzik, and Joel D. Stitzel, presented by Joel Stitzel of Wake Forest University

Three main topics were discussed during this session: (1) material models and parameters for biological tissues, (2) numerical analysis methodologies and levels of complexity, and (3) the numerous disparate efforts to model the human body, especially the lower leg. These areas and recommendations will be discussed in this section. For additional details on the five presentations within this session, please refer to the appendices for the abstracts and presentation slides.

A clear consensus showed that one of the main research challenges for numerical models of the human body in underbody blast is in the area of material models, and the required material parameters, of biological tissues. It was shown (in this session and previous sessions) that numerical models of functional units that work well in automotive conditions are likely not predictive in UBB conditions, and that knowledge of the strain-rate dependency of specific tissues is critical in order to improve the predictive ability of the models. In addition to the strain-rate dependency, the variability of biological tissues and the importance (or irrelevance) of various material parameters is not well understood for biological tissues. The first briefing,

“Constitutive Model and Parameter Sensitivity in Predicting Lower Leg Response for Underbody Blast Events,” began to explore the variability of select material parameters within their developed lower-extremity model.

Another area of discussion in this session and other sessions was the methodology used for modeling the human body in highly dynamic events for the purpose of predicting injury. Harrigan, Shirley, and Ramalingam presented their research discussing numerical modeling methodologies of varying degrees of complexity for predicting injury to the vehicle occupant when subjected to an underbody blast event. The second briefing, “Coupled Eulerian and Lagrangian Approaches for Dynamic Injury Analysis,” covered multiple numerical approaches for modeling the human body/organs in dynamic events. The research showed the value of using Eulerian and arbitrary Lagrangian-Eulerian computational techniques for modeling injury to human organs and questioned if these techniques are necessary for modeling injury during dynamic events.

In contrast to the above research area, Jaisankar Ramalingam of TARDEC presented “Evaluating the Effectiveness of Various Blast Loading Descriptors as Occupant Injury Predictors for Underbody Blast Events” to create and demonstrate an “easy-to-use injury estimator tool” to provide vehicle developers a quick and easy tool to estimate injury risk during the vehicle design process.

The discussions and talks surrounded the numerical modeling techniques, and subsequent complexity, that are required to adequately predict injury for the overall objective of the problem. The levels of complexity in the different numerical models offer unique benefits (and pitfalls) that may be “objective-specific.”

Much of the discussion revolved around the disparate effort for a numerical model of the human in UBB. Specifically for the lower extremity, there are several organizations and institutions that are devoting resources to model the human lower extremity in UBB and little to no coordination between the efforts. It was also clear that there is no major funding effort to develop such a model or to pull together the various international efforts. As such, it was recommended by the group to address this lack of coordination and communication for the lower extremity and to potentially have a singular program to unify the efforts.

2.6 Session 6: Numerical Methods for Analysis of ATD Materials (Including Soft Materials) Undergoing High-Rate Loading

Session 6 of the workshop included the following presentations:

- “A Finite Element Model of the Military Lower Extremity Surrogate (MIL-Lx) With Combat Boot Validated for High Loading-Rate Inputs” by Nicolas Newell and Spyros D. Masouros, presented by Spyros D. Masouros, Imperial College

- “Rubber Material Modeling Methodology for FE Dummy Development” by Hyunsok Pang, Humanetics Innovative Solutions, Inc.
- “Effect of Strain Rates on the Compressive Response of ATD Neck and Foot Rubber Under Different Loading Sequences” by Brett Sanborn and Tusit Weerasooriya, presented by Brett Sanborn, ARL
- “Inertial Effects in Compression and Torsional Kolsky Bar Tests on Soft and Nearly Incompressible Materials” by Adam Sokolow, Mike Scheidler, and John Fitzpatrick, presented by Adam Sokolow, ARL

At the end of this session, there was a spirited discussion on current state of the art in high-rate experimental techniques and the need for computational methods to extract material models from those measurable data. A summary of the discussion is as follows:

- The community agreed that there is a critical need to develop and execute iterative computational methods to extract approximate mathematical representations of the material constitutive response of materials such as foams, very soft polymers, skull, calcaneus, connective tissues (tendons, ligaments), brain tissue, and other anisotropic soft tissues, etc., especially for high loading rates.
- There are several shortcomings in using current experimental techniques and data from these experiments. For example, when traditional test techniques are used to characterize soft biological tissues, the high strain-rate response is often confounded by inertial effects. In some cases these effects can be accounted for and corrected. However, novel test techniques will likely be required before further advances can be made.
- Another experimental shortcoming is that material scientists regularly use only dynamic mechanical analysis (DMA) data to obtain viscoelastic response models. However, DMA data alone are not sufficient to represent the material response of viscoelastic materials, as the data are obtained from experiments where the material is cyclically loaded with small amplitude loading. Thus, the responses at the larger realistic amplitudes are not represented. Relaxation or cyclic data alone do not represent the viscoelastic stress-strain material response for loading rates relevant to blast loading rates.
- Another issue that needs to be addressed in modeling includes material anisotropy. Typically, tissues exhibit anisotropic and inhomogeneous material properties. For a given physical problem, the role and relative importance of the anisotropy are not always clear. Therefore, we need to start thinking about designing, characterizing, and modeling methods for new surrogate materials that actually mimic hard, connective, and soft tissues to capture real human material response.
- It is almost impossible to extract specimens (uniform and in required sizes) from all the components of the human for experimental characterization. We need to think differently

by developing novel inverse methods with the following objective in mind: How do we extract approximate material response models from these small, nonuniform structures using, for example, a combined hybrid computational/experimental approach?

- It is almost impossible to tune any of the existing material model concepts (including current state-of-the-art models in literature) to all possible experimental data types (DMA, relaxation, compression, tension, shear, and combined loading experiments at different strain rates), so focus on the application-specific material behavior experiments.
 - There is strong evidence that response of the ATD changes with repeated use and also with time because of the degradation of the polymeric material. Therefore, we need to understand the change in ATD material response (and hence the change in constitutive response) for repeated loading.
 - Fracture of bones: future ATDs may need replaceable components to capture actual fracture response of bones.
 - Experiments should have enough tissue samples to extract variability. Future material response models should have that variability built in to them, perhaps factored into the material model constants.
-

3. Conclusions

Researchers are currently making significant efforts to model the human and ATD response to accelerative loading injuries. For automotive crash applications, these include the WSUHMB, the GHBMC, and the THUMS for humans and the Hybrid III and THOR-k models for anthropomorphic test devices. For blast-induced accelerative loading, the Near-Term Underbody Blast and the Underbody Blast Methodology programs are developing models for the Hybrid 3 ATD. The High-Performance Computing Software Applications Institute for BP3I is funding modeling of ATD and an exploratory effort to identify challenges in modeling the human. There are efforts to model accelerative loading effects on specific human body regions funded by ARL (leg and spine), TARDEC (leg), and the Navy (spine). These efforts provide a foundation for the development of validated human models for blast-induced accelerative loading injuries. Additional research is needed to mature these efforts to the state where they can be effectively used by the Department of Defense to prevent accelerative loading injuries and assess Soldier protection technologies. The three primary research areas that were identified from the discussions in the six workshop sessions were model maturity and validation, material characterization, and biodiversity.

To address model maturity and provide a common understanding of model limitations, there is a clear need for the accelerative loading numerical analysis community to adapt standards similar to those of the American Society of Mechanical Engineers (ASME). In the current state-of-the-art models, the appropriate level of detail and the robustness of the results are not well understood. This imposes severe limitations on the models' validity that are often neglected. There was significant discussion at the workshop on the need for increased communication as well as standards for model validation. The term "validated" was often used in lieu of "calibrated" or "tuned." As described in ASME V&V 10-2006, model validation is "the process of determining the degree to which a model is an accurate representation of the real world from the perspective of the intended uses of the model." By this standard, the validation process describes not only the ability of the model to represent an event, but also, just as importantly, the intended uses of the model, thus also indicating areas where the model was not intended to be used or validated. Furthermore, a calibrated or tuned model is not a validated model. Several speakers used the word "validated" to describe their modeling results without any caveats on its limitations.

A second critical area is the characterization of material properties at the appropriate loading conditions. The materials that need to be studied include those from humans, animal surrogates, and ATDs. Currently the material properties for both cadaveric tissues and ATD materials are insufficient, inaccurate, or otherwise unavailable for accelerative loading at ballistic rates. The primary reason for the lack of data is that most of the high-rate experimental techniques were developed for stiffer and stronger materials and cannot be directly translated to soft materials. At best, the experimental data available now develops a wide corridor even for the simplest constitutive models and is inadequate for model predictive capabilities. Therefore, new experimental techniques are needed to measure the dynamic properties of soft materials, including both biological tissues as well as surrogate materials. Only with improved experimental techniques can we attempt to characterize the rich anisotropic, nonlinear viscoelastic behavior exhibited by these soft materials.

Biodiversity needs to be addressed and accounted for in modeling efforts. The term "biodiversity" applies range from structural variations, such as anthropometric differences between humans or their posture at the time of insult, to material response variations from subject to subject and from organ to organ. The significance of the structural and material differences between human responses to applied loading is not well understood. Carneal et al. demonstrated that the lung size and shape could not be accurately represented by simply scaling the size and the shape of the human. They developed an atlas of the lung, a reduced-order mathematical representation of the organ across genders, races, and age. Applying this approach to the full body could be extremely useful to extend modeling capability away from a one-subject, one-model approach (e.g., the commonly criticized 50th percentile male model). More complex approaches, like the one outlined by Carneal et al., will be necessary for the Department of Defense as it works to apply a survivability assessment to a broad range of Soldiers. An

approach that addressed biological variability in a constitutive model response was based on the development of probabilistic models (as described in Francis, 2012; Nicolella, 2006; and Thacker, 2007). These types of techniques provide insight into the range and probability of potential responses to blast loading while still modeling at the continuum scale and may be the most applicable approach to modeling current experimental data.

Also addressed in the workshop was the consideration of the sensitivity of the result (e.g., injury prediction) on the (potentially unknown) input parameters (e.g., loading or material response). Long-term solutions to capturing biological variability will require developing and enhanced understanding of the multiscale nature of the biological response. The continuum-level properties of tissues and bones, which vary by location both within a tissue and from organ to organ, are controlled by the lower-level structure of these materials. Important microstructural details may include multicellular, cellular, or subcellular properties (e.g., supracellular structures, cell-cell adhesion, and cytoskeletal structure). In-depth experimental efforts are needed to understand the relationship between the microlevel material properties and the continuum-scale behavior of biological materials as well as computational methodologies to bridge multiple length scales extending from tissue-level physics to whole human dynamics.

Finally, this workshop revealed that most members of the modeling and simulation community are currently working in their own specialty domains. They have not been challenged as a community to integrate and apply their latest research in a holistic fashion to create a major advance in the ability of the Department of Defense to address a particular problem, such as the effects of a known accelerative loading injury mechanism. The progress and potential shown during this workshop justify giving serious consideration to presenting such a challenge to this community.

4. Recommendations

The Department of Defense uses numerical modeling in both the development and the assessment of Soldier protection technologies. Errors and uncertainties in numerical modeling approaches therefore result in increased risks to programs, which will result in poorly designed protective systems as well as increased costs for acquisition programs. The following recommendations are made to develop a human body modeling capability to effectively develop protection systems and assessment methodologies for vehicles subject to blast loading conditions:

- An assessment of the current state of numerical modeling tools as well as uniform standards for model validation is needed by the research community. This could be developed through a round-robin exercise with data from the WIAMan project office. For example, an evaluation of current analysis tools for modeling lower leg response to

accelerative loading would be a good starting point. This would become the starting point for an investigation of model validation, material properties, and biodiversity and provide the community with a highly relevant challenge that will create opportunities to integrate the latest research findings in material models, human models, and medical research findings. The results of this assessment could lead to a near-term capability to mitigate injuries to the lower leg from underbody blast.

- Material data for different tissues in relevant regimes are needed. A concerted effort is needed to measure different tissue structure and constitutive behavior. These data need to contain failure and post-failure behavior for low and high strain rates. Current high-rate methods are inadequate; hence, investment should be made to (a) develop new experimental techniques to measure dynamic properties of biological tissues, (b) develop inverse methods to extract constitutive data from multiple sets of experimental measurements, and (c) apply statistical analyses, including model validations and characterization of its predictive limitations.
- Injury biomechanics heavily relies upon animal and cadaveric data as well results on ATDs. For this to be successful, investment should be made to (a) establish similarities and differences between live, fixed, and cadaveric tissues and (b) develop transfer functions between different models, i.e., between animals and humans, cadavers and humans, and ATDs (including the WIAMan) and humans.
- Computational injury prediction for a biodiverse population is needed to properly design and assess protection for a diverse Soldier population. This challenge is both multiscale and multiphysics. New strategies need to be developed, including (a) algorithms to bridge multiple length and time scales, i.e., from tissue-level physics to whole human dynamics, (b) new meshing techniques for rapid and accurate biofidelic FE discretization, and (c) methods to capture anthropomorphic or microstructural variability.

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Appendix A. Workshop Agenda

This appendix appears in its original form, without editorial change.

AGENDA

Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading

January 7, 2014

0800	Registration	
0830	Opening Remarks, Dr. Christopher Hoppel, ARL	
0845	WIAMAN Program Overview, Mr. Randy Coates, ARL	
0915	Blast Protection for Platforms and Personnel Institute Overview, Dr. Scott Kukuck, ARL	
0935	Importance of Accelerative Loading Research, Mr. Richard Sayre, DOT&E	

BREAK**Session 1**

Numerical analysis techniques for anthropomorphic test devices (ATDs) to simulate human response to accelerative loading
Chairs: Ravi Thyagarajan (TARDEC) and Mike Tegmeyer (ARL)

1000	A Preliminary Evaluation of Human & Dummy Finite Element Models under Blast-Induced Accelerative Loading Conditions	Costin D. Untaroiu
1030	Approaches for Predicting Human Anatomical Variations Using Anthropometric and Demographic Data	Catherine Carnal
1055	Numerical Approach for Modeling Human Joints in Anthropomorphic Test Devices (ATDs)	Renuka Jagadish
1120	Discussion	

LUNCH**Session 2**

Multi-scale modeling techniques for human tissue response
Chairs: Dan Nicolella (SWRI) and Sikhana Satapathy (ARL)

1300	Effect of Loading Rate and Orientation on the Compressive Response of Human Cortical Bone	Brett Sanborn
1330	Experimental and Finite Element Analysis of Brain Tissue under High Strain Rates	Lakiesha N. Williams
1355	Hierarchical Development of Biomedically Validated Human Computational Models	Robert Armiger
1420	Material Properties of the Human Heel Fat Pad Across Loading Rates	Spyros Masouros

BREAK

1515	Effect of Loading Rate on the Fracture Behavior and Mode Mixity for Crack Initiation of Human Femoral Cortical Bone	Tusit Weerasooriya
1540	Recent Developments in a Computational Shock Physics Tool for Modeling Fluid-Structure Interaction	Shane Schumacher
1605	Multiscale Modeling of Human Body and Vital Organ Responses to Blast and Accelerative Loadings	Andrzej Przekwas
1630	Discussion	

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AGENDA

Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading**January 8, 2014**

0800	Registration	
0815	Opening Remarks, Dr. Christopher Hoppel, ARL	
0830	Keynote: "Experimental Simulation of the Under-Body Blast Environment", Dr. Warren Hardy and Mr. Michael Tegtmeyer	

BREAK**Session 3**

Numerical methods to simulate the response of human tissue and bone to high-rate loading
Chairs: Wayne Chen (Purdue) and Mat Philippens (TNO)

0915	Comparing the Use of Dynamic Response Index (DRI) and Lumbar Load as Relevant Spinal Injury Metrics	Ravi Thyagarajan
0940	Developing and Empirical Model to Estimate Tibia Injury	Brian Benesch
1005	Towards A Micromechanics-Based Simulation of Calcaneus Fracture and Fragmentation Due to Impact loading	Reuben H. Kraft

BREAK

1045	Pelvis Response Effects on Whole Body Under-Body Blast Simulations	Adam Golman
1110	Numerical Methods for Large-Scale Simulation of Tissue and Tissue Simulant Response to Blast, Model Validation and Limitations	Raul Radovitzky
1135	Discussion	

LUNCH**Session 4**

Methodologies to Simulate Blast Loading Conditions
Chairs: Barry Shender (NAVAIR) and Scott Kukuck (ARL)

1310	A Clinical Overview of Wartime Spinal Injuries	Scott Wagner
1335	Development and Validation of the WSU Human Body Model	Alan Goertz
1400	Adapting Automotive-Based Finite Element Models of Lower Extremity for High-Rate Impact Simulation of Occupants Subject to Under-Vehicle Blasts	Matt Panzer
1425	Current Research and Development Activities of the Full Body Model Center of Expertise of the Global Human Body Models Consortium Project	Scott Gayzik
1450	Modeling the Human Head and Neck: Sensitivity and Response	Dale Bass

BREAK

1545	Human Body Model Injury Analysis in Real-World Crash Simulations	Kerry Danielson
1610	Numerical Modelling Undertaken at Dstl (UK) Concerning Vehicle Floor Plate Impact of Surrogates and Anatomical Human Entities Due to Under-Body Mine Loading	Daniel Pope
1635	Optimal Design of a Novel Energy Absorbing Material to Mitigate the Blast Effect on the Lower Extremities	King Yang
1700	Discussion	

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AGENDA

Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading**January 9, 2014**

- 0815 Opening Remarks, Dr. Christopher Hoppel, ARL

Session 5

Numerical analysis methodologies for human body subject to high rate loading

Chairs: Spyros Masouros (Imperial College) and Sarah Hug (ARL)

0830	Constitutive Model and Parameter Sensitivity in Predicting Lower Leg Response for Underbody Blast Events	Megan Lynch
0855	Coupled Eulerian and Lagrangian Approaches for Dynamic Injury Analysis	Timothy P. Harrigan
0920	Crew Response in Full System HFCP	Allen Shirley
0945	Evaluating the Effectiveness of Various Blast Loading Descriptors as Occupant Injury Predictors for Underbody Blast Events	Jai Ramalingam
1010	Neck Response of a Finite Element Human Body Model During a Simulated Rotary-Wing Aircraft Impact	Joel Stitzel
1035	Discussion	

LUNCH**Session 6**

Numerical methods for analysis of ATD materials (including soft materials) undergoing high-rate loading

Chairs: Tusit Weerasooriya (ARL) and Joel Stitzel (Wake Forest)

1230	A Finite Element Model of the Military Lower Extremity Surrogate (MIL-Lx) with Combat Boot Validated for High Loading-Rate Inputs	Spyros Masouros
1255	Rubber Material Modeling Methodology for FE Dummy Development	Hyunsok Pang
1320	Effect of Strain Rates on the Compressive Response of ATD Neck and Foot Rubber under Different Loading Sequences	Brett Sanborn
1345	Inertial Effects in Compression and Torsional Kolsky Bar Tests on Soft and Nearly Incompressible Materials	Adam Sokolow

BREAK

- 1430 Panel Discussion: Chairs of Individual Sessions

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Appendix B. Workshop Abstracts

This appendix appears in its original form, without editorial change.

ABSTRACTS

Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading



January 7, 2013
Session 1

Preliminary Evaluation of Human and Dummy Finite Element Models under Blast-Induced Accelerative Loading Conditions

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Introduction: Lower extremity and spinal injuries have been the majority of non-fatal US troop injuries recorded in recent conflicts (Iraq and Afghanistan). Most commonly, these injuries were recorded in enclosed environments, such as in vehicles, and were caused by improvised explosive devices (IED). An explosion under a vehicle causes rapid local deformation of the floor and upward acceleration of the seat which transfers high-rate loading to the occupant's lower extremities. The injury mechanisms and appropriate vehicle design strategies to enhance the occupant protection remain unclear. As a compliment to dummy/PMHS testing, numerical simulations could provide efficient means to better understand human injury mechanisms, assess vehicle safety throughout the design process, and lead to further improvements to the design of physical dummies.

Methods: In this study, the challenges of modeling lower extremities and lumbar spine in human and dummies are discussed. Human FE models (GHBMC model -v.4.1.1- [1] and THUMS model -v.4)) and dummy FE models: (Hybrid III -LSTC version and THOR-k -VT/NASA version [2]) frequently used in automotive crash simulations were evaluated in this study. Kinematic responses predicted by these models were compared to published data recorded under various vertical impact conditions. In addition, dummy injury criteria and human stress/strain data were calculated to evaluate the risk of injury predicted by the dummy and human models, respectively.

Results: Preliminary results show some correlations between the responses of FE models and their physical counterparts. In addition, predicted dummy injury criteria and human model stress/strain values are shown to positively relate. Softer responses were observed in soft tissue models (e.g. pelvic region), which could be caused by the lack of material characterization of these parts within the range of high-rate compression loading. Kinematic comparison between human and dummy models indicates promising biofidelic response, although a slightly stiffer response is observed within the dummy.

Conclusion: This study emphasizes the modeling challenges of lower extremities and lumbar spine and provides recommendations for improving current human and dummy finite element models. Future improvements include better material characterization of dummy and human parts as well as the implementation of inherent variability in geometry and material properties in human FE models.

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Approaches for Predicting Human Anatomical Variations Using Anthropometric and Demographic Data

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Computational models of the human body for injury prediction are frequently based on 50th-percentile male anatomies. These models may have limited applicability for the range of subject sizes and demographics for which protection systems are needed. Therefore it is necessary to understand how anatomy, and subsequent biomechanical response during impact events, vary across a wide variety of patient demographics (multiple genders, age, race, sizes). An approach has been developed to create a statistical shape atlas of the human lung using medical image datasets, and used to evaluate how variations in subject stature and demographics relate to changes in internal organ size. This method could be expanded for additional anatomical regions and tissue structures (both soft organs and skeletal) to provide a basis for developing computational human models appropriate for a range of human subjects.

The lung atlas was generated using existing radiological CT scans of the chest region collected from 124 patients in the Johns Hopkins Hospital radiology archives. A statistical shape atlas was created by manually segmenting a single template image to generate a lung volume mesh, applying deformable registration methods to map each individual subject CT to the template CT image, and applying the resulting deformation fields to the template mesh to create volumetric mesh representations of each particular subject. External anthropometry collected included patient height, weight, and chest dimensions (height, width, depth). Patient height and weight was readily available from the existing radiological archives. However, external chest anthropometry was manually approximated from skeletal landmarks on the subject CT images. This patient anthropometric data was compared to relevant Army Anthropometric Survey metrics to ensure good representation of a military population.

Statistical analysis was performed to determine how the subject's external variables scaled with overall lung dimensions (height, width, depth). The data indicates that chest height, rather than total body height, is the most important single predictor of overall lung geometry. Furthermore, lung dimensions scaled with external chest anthropometry measurements in the same plane (e.g., internal lung depth scales with external chest depth). Interestingly, neither body weight nor height were found to be a significant predictor of internal lung size (i.e. volume), although these parameters are traditionally applied for human scaling laws. Gender was found significant for overall lung depth and width, while race was only found significant for a minor number of variables.

This initial work has been expanded to implement a novel statistical approach to predict individual subject-specific lung anatomy with good accuracy (<1cm error) using the atlas. Methods to enable automated multi-organ atlases have also been recently developed, and demonstrated for the lung and liver. These methods will enable the study of not only how an individual organ changes within patient populations, but the relationships of organs to one another. Ultimately, elucidations of the relationships of internal organ size to external anthropometric data will advance the scaling fidelity and accuracy of human computational models for a broad range of subject populations.

Numerical Approach for Modeling Human Joints in Anthropomorphic Test Devices (ATDs)

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The neck is a sensitive part of the human body and usually vulnerable to a number of injuries be it a crash or an under body blast event. A criterion Nij (Normalized Neck Injury Criteria) is used to determine the amount of load the neck can sustain before undergoing a severe injury.

In FE dummy development, the neck has to be modeled as closely as possible to represent the hardware and should be assigned with the right contact and material properties to capture the kinematics and get a good correlation with respect to the test curves. The nodding block is a small piece of rubber placed between the neck disc and the lower load cell and performs the function of the OC joint in humans. The gravitational weight of the head assembly falls on the loadcell which in turn compresses the nodding block rubber. This initial compression force/ pre stress at the interface has a significant effect on the results.

In LS-DYNA, to take into account the pre stress a card *INITIAL_FOAM_REFERENCE _GEOMETRY is included in the input deck. In this card, both the initial nodes and the deformed nodes are included and at the beginning of the simulation, first timestep the solver will calculate the pre stress induced in the rubber blocks. MAT_77_O (Ogden Rubber) is used to define the nodding block material properties. The deformed nodes are obtained by pre-simulation. The loadcell is pushed down on to the nodding blocks by a displacement boundary condition. Then, the initial and deformed nodes are included along with the card in the neck component extension and flexion certification validation case. It is observed that including the nodding block with pre simulation improved neck injury curve validation and kinematics. This similar numerical approach will be used for accounting the pre stress of the neck buffer for the WIAMan dummy.

January 7, 2013
Session 2

Effect of Loading Rate and Orientation on the Compressive Response of Human Cortical Bone

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Under extreme environments such as a blast or impact event the human body is subjected to high rate loading which results in torn tissues and broken bones. The ability to numerically simulate these high rate events would improve protective gear by iterating on different protective configurations. Computer codes require input of accurate rate dependent material models representing the deformation and failure (or injury) to properly predict the response during simulation. Therefore, the high-rate material response must be measured for simulation of high rate events like blast. In this study, cortical bone compression specimens were extracted from the longitudinal and transverse directions relative to the long axis of the femur from three donors of ages 36, 43, and 50. The compressive behavior of the cortical bone was studied at quasi-static (0.001/s), intermediate (1/s), and dynamic (2000/s) strain rates using a split-Hopkinson pressure bar to determine the strain rate dependency on the strength of bone. Experimental results indicate that the cortical bone material is anisotropic; the cortical bone was stronger in the longitudinal direction compared to the transverse direction. The human cortical bone was also rate dependent in both directions. No distinct relationship was found between donor age and compressive strength most likely due to the small sample and age range of the donors.

Experimental and Finite Element Analysis of Brain Tissue under High Strain Rates

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This paper presents a coupled experimental/modeling study of the mechanical response of porcine brain under high strain rate loading conditions. Essentially, the stress wave propagation through the brain tissue is quantified. A Split-Hopkinson Pressure Bar (SHPB) apparatus, using a polycarbonate (viscoelastic) striker bar was employed for inducing compression waves for strain rates ranging from $50 - 750 \text{ s}^{-1}$. The experimental responses along with high speed video showed that the brain tissue's response was nonlinear and inelastic. Also, Finite Element Analysis (FEA) of the SHPB tests revealed that the tissue underwent a non-uniform stress state during testing when glue is used to secure the specimen with the test fixture. This result renders erroneous the assumption of uniaxial loading. In this study, the uniaxial volume averaged stress-strain behavior was extracted from the FEA to help calibrate inelastic constitutive equations.

Hierarchical Development of Biomedically Validated Human Computational Models

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Developing human computational models for high-rate injury prediction capable of simulating response over a range of inputs requires a robust model development process and validation at multiple levels. Biofidelic response and injury mechanisms should be defined at the tissue, component, and system levels in order to ensure the model's appropriateness for multiple loading regimes. We have successfully demonstrated a collaborative approach resulting in a framework for model development that applies this hierarchical approach for blast loading applications. Here we present the application of this hierarchical model development and validation framework for the human head and neck system. This high-fidelity head-neck model is intended to predict response to blast loading, including both blast overpressures and vertical loading.

At the tissue level, an experimental protocol was established to characterize the mechanical properties of key anatomical structures at high rates. Bulk and shear properties of human brain tissue (with a post mortem interval of < 48 hours) were measured using a modified Split Hopkinson Pressure Bar. Additionally, the falx cerebri and tentorium cerebelli were characterized at the tissue level using dynamic material analysis. Additional material properties were identified from the literature where appropriate and applicable. At the component level, falx material properties were validated against experimental response of the falx *in-situ*. Skull flexural properties were also investigated at the component level to assess brain response during dynamic head loading. Finally, at a system level, cadaveric head-neck complexes were exposed to blast overpressure using a shock tube coupled with a high-speed x-ray. Four columns of radio-opaque neutral density markers were inserted into the brain of the perfused specimen. Response was characterized using three primary metrics: head kinematic response, intracranial pressure response, and brain displacement relative to the skull.

At the system level, the dynamic overpressure experimental results were used to validate the computational model predictions. For a mild loading condition (700 kPa driver pressure), complex head kinematics were generated. Sagittal head rotation exhibited an initial flexion of the head at a small peak angle (<5 degrees) in the first 20 m/s and a larger flexion (-41.2 deg) at 150 msec. Data from multiple specimens were used to generate response corridors and the computational model response fell within the experimental corridor for the same loading severity. For brain model validation data, the tissue displacement generated from the tracked brain markers showed a similar spatial response with a maximum excursion (6.3 mm) located near the posterior-superior aspect of the skull. Due to shape variation across the specimens, parametric scaling and affine registration was applied to the computational model to compare the model's nodal displacement to experimental markers.

The hierarchical modelling approach employed in the development of the head-neck model involved deriving high-rate material properties from tissues being modeled. Isolated component tests were used to characterize *in-situ* response of anatomical structures, and then system level validation was used with a matched experimental model. The system level model and experiments were then used to validate that the tissue and component level models addressed the relevant ranges for the conditions being addressed. Parametric scaling of the model allows direct error analysis compared to the experimental results at the system level, and the hierarchical approach allowed parallel development efforts to be integrated into a final validated system. The resulting model, verified at several structural levels, is intended to be used in a predictive manner to design injury countermeasures with a high degree of confidence.

Material properties of the Human Heel Fat Pad Across Loading Rates

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In modern warfare and military operations, anti-vehicular (AV) landmines and improvised explosive devices (IEDs) are common causes of casualties with lower extremities injuries accounting for more than half of the skeletal injuries. In the case of an explosion under a vehicle, the rapid deformation of the floor causes intra-articular calcaneal fractures with high rates of amputation and poor outcome [1]. The first body part in contact with the loading boundary is the heel fat pad whose material behaviour and load-attenuating capacity at high loading rates are ill-understood. The complexity of this material behaviour stems from its unique microstructure; it consists of septal walls that surround and retain adipose tissue, similar to a honeycomb. The aim of this project was to quantify the material behaviour of the human fat pad across loading rates.

Due to the complex tissue microstructure, extracting small samples might disturb material continuity and result in unrepresentative material properties; therefore an inverse finite element (FE) method was utilised. A cadaveric human foot was dissected leaving the calcaneus intact, with the fat pad attached to it. Quasi-static compressive (displacement rates of 0.01-1 mm/s) and drop (mass of 7 kg, velocities at impact of 0.4-3.5 m/s) tests were performed. An FE model of the cadaveric foot was developed in MSC.Marc (MSC.Software, Santa Ana, CA, USA). The geometry was acquired from MRI and CT scans. A material formulation combining the hyper-viscoelasticity and the strain-rate dependency of the tissue was developed and implemented. The constants of this formulation were obtained through a non-linear optimisation algorithm until numerical and experimental response matched to minimum error.

The best fit for the quasi-static hyperelastic behaviour of the material was achieved with an exponential formulation, resulting in a coefficient of determination value (R^2) greater than 0.99 and an average error of 5%. Similarly, the strain-rate dependency was derived using a Cowper-Symonds formulation; this has been used elsewhere to model the strain-rate dependency of the human kidney capsule [2].

In conclusion, the material properties of the human heel fat pad for a cadaveric specimen were obtained through an inverse FE method. These properties will be implemented in a subject specific FE model of the foot for under-body blast. In addition, this procedure will be repeated for another six cadaveric specimens in order to obtain an average material behaviour for the fat pad.

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Effect of Loading Rate on the Fracture Behavior and Mode Mixity for Crack Initiation of Human Femoral Cortical Bone

Tusit Weerasooriya, C. Allan Gunnarsson, Brett Sanborn, Mark Foster, Paul Moy

During injury causing events such as impact, blunt trauma, penetration or blast, the human body is subjected to high loading rates. These events will deform and damage human tissue, frequently causing tearing in soft tissues and cracking/fracture in hard tissue (bone), due to its inherent brittleness. For the development of accurate material models for computer simulation of bone fracture during these events, it is necessary to investigate the failure behavior (fracture) of hard tissue at different loading rates, including high loading rates found in blast and impact events. In this study, the Mode I fracture behavior of human femoral cortical bone is directly investigated as a function of loading rate. In addition, the displacement fields generated around the crack tip are measured using optical techniques allowing for the determination of the Mode I, II, and mode mixity fracture parameters. Human cortical bone fracture specimens were extracted from the longitudinal direction (long axis) of the femur from three male donors of ages 36, 43, and 50. The fracture behavior of the cortical bone was studied at quasi-static (0.005 kN/s), intermediate (0.5 kN/s), and dynamic (1000 kN/s) loading rates using a modified split-Hopkinson pressure bar with integrated quartz load cells. During these fracture experiments, the crack-tip displacement and strain field was measured using ultra high speed (500K fps) DIC (digital image correlation) to understand the fracture initiation behavior and to allow for development of crack growth criteria. Macro-level observations of the fracture surfaces from the fractured bone specimens provide insight on the influence of the underlying bone microstructure on the failure behavior. The fracture toughness of human bone increased as the loading rate increased from quasi-static to intermediate, but then decreased as rate again increased to the dynamic region. This behavior is similar to other fracture research on animal cortical bone. Using the measured crack-tip full-field displacement tensor evolution, a method is developed to obtain the Mode I and Mode II fracture parameters for the anisotropic bone material. With this method, K_I and K_{II} evolution is obtained as a function of loading rate, and as a function of time during each individual experiment. Using these K temporal evolution plots, the critical K_I and K_{II} values for crack initiation can be obtained for anisotropic human cortical bones as a function of loading rate. In this presentation, preliminary results from this study are presented.

Recent Developments in a Computational Shock Physics Tool for Modeling Fluid-Structure Interaction

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A large challenge for modeling the human body and surrogates to various loadings has been to accurately computing the fluid-structure interactions. Over the past four years Sandia National Labs in collaboration with Los Alamos National Laboratories and the Department of Defense have been developing Lagrangian and Multifield numerical techniques for use in an Eulerian production based computational shock physics code. A benefit of modeling the response of the human to various loading in an Eulerian computation tool is the ability to perform solid object insertion and field interactions. These new numerical techniques provide a coupled fluid-interaction that may be used for modeling human and human surrogates subjected to accelerative or terminal ballistic loading conditions.

This is accomplished by adding numerical methods for Lagrangian field behavior, separate velocity fields for each field to model multiple field interactions, Multifield, and for addressing time scales from shock to late time structure responses using Implicit Continuous Eulerian (ICE) techniques. The Lagrangian Material Point Method (MPM) and one of its derivatives (Convective Particle Domain Interpolation, CPDI) have been implemented into CTH for modeling fields (materials) in a purely Lagrangian sense. The MPM provides a Lagrangian basis for proper integration of the deformation gradient tensor for modeling nonlinear elastic materials in shock, advection error elimination, and a mechanism for modeling large deformations with strength. The Multifield numerical method provides separate velocity fields for each field within a simulation. The separate velocity fields are remapped separately and require mass, energy and momentum exchanges to define the multiple field interactions. The interactions are models such as drag, and sticktion that define how a field interacts with another field not requiring surface or node contact definitions for computing the field interactions. The ICE methods addresses time scales of a simulation by regulating the time step bound by the velocity and shock courant time step limitations. Currently, most shock simulations are fixed to the shock currant time step, but with ICE, the simulation numerics sense a reduction of the shock waves and progress to a velocity courant time step. These techniques are currently under development and progress on the three tasks will be discussed along with scheduled release dates.

^aSandia National Laboratories is a multi-program laboratory managed and operated by Sandia Corporation, a wholly owned subsidiary of Lockheed Martin Corporation, for the U.S. Department of Energy's National Nuclear Security Administration under contract DE-AC04-94AL85000.

Multiscale Modeling of Human Body and Vital Organ Responses to Blast and Accelerative Loadings

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In the last few years anatomical/geometric models of a human body and computational biomechanics tools have progressed substantially toward accurately predicting injury biomechanics. However, because the multiple scales, in both time and space, involved in modeling human body biodynamic and injury biomechanics direct simulation of primary injury biomechanics is not possible yet.

In the last few years, in collaboration with DoD teams, CFDRC has developed anatomically accurate, articulated virtual human body models and multi-scale computational tools, CoBi, for simulations of blast and acceleration induced injury. This multi-physics, multiscale modeling tool has been adapted for the analysis of human body biodynamic response to blast, kinetic and accelerative loading. The loads are used for modeling biomechanics of primary injury mechanisms and to provide inputs for secondary physiology-neurobiology events. We present the approach and framework to generate anatomical and geometrical models of the whole human body and vital organs, including brain and vascular system, for coupled biomechanical and physiological simulations.

The human biodynamic, biomechanics and the vascular hemo-elasto-dynamics models have been validated against experimental human physical surrogates and *in vivo* animal models. Direct comparison between the experimental and computational data for test problems demonstrates very good predictive capability of the model. The implications of these results suggest that computational models could be used to predict the biomechanical response in the blast TBI event, and help design the protection against blast TBI. We will present numerical modeling details, current model capabilities and limitations. CoBi tools and human body models are being developed as a DoD Open Source form.

ABSTRACTS

Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading



January 8, 2013
Session 3

Comparing the use of Dynamic Response Index (DRI) and Lumbar Load as Relevant Spinal Injury Metrics

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Motivation/Objective:

It is well-known that the high vertical accelerative loads arising from vehicle underbody blasts result in debilitating spinal injuries to occupants, often resulting in severities ranging from non-return to duty for extended periods of time to life-long loss of mobility. The survivability community quickly realized that in order to design vehicles, seats, restraints and other mitigation features to combat the deleterious effects of underbody blasts, performance criteria that serve as representative metrics of spinal injuries, or lack thereof, were necessary. Initially, these criteria were based on “indirect” validation against potential injury during qualification testing. For example, in the late 1990s, MIL-STD-1290 stipulated an impact velocity change parameter based on operational mishap data. In the past 20 years, these criteria have become more “direct” in varying degrees. For example, the two most commonly used today for Spinal injuries are Dynamic Response Index (DRI) related to structural accelerations, usually of the seat pan, or even more directly, lumbar force measurements taken within the Hybrid-III anthropomorphic test device (ATD) as the evaluation criterion.

With respect to continued use of these two criteria for spinal injuries, this paper will examine the following aspects in detail:

- 1) Any existing correlation between Peak Lumbar loads and DRI for un-encumbered occupants, in the whole blast loading regime or at least within different loading regimes
- 2) Re-evaluate (1) for encumbered occupants, that is, with –additional mass on upper torsos
- 3) Potential changes to DRI calculations and Injury Assessment Reference Value thresholds for encumbered occupants
- 4) General discussion on continued use of DRI as a design criterion for spinal injuries given the availability of the more direct Lumbar load from fully encumbered ATDs in underbody blast testing.

Approach:

A dynamic simulation model of a vertical blast loading simulator was used, which contains a seated 50th percentile Hybrid-III ATD. Two different versions of the ATD, namely, the LS-DYNA finite-element model from Humanetics and the MADYMO rigid multi-body model from TASS were used. A parametric study was conducted on these setups by varying the peak accelerations, and durations of the pulse so as to result in a range of Δv (change in velocity). A rigid seat, with and without an energy-absorbing member, were used in the study. Best-fit analysis was also performed and overlaid against the data samples. Similar trend analyses were also performed for data from physical tests.

Developing an Empirical Model to Estimate Tibia Injury

Brian Benesch

Under-body blast (UBB) attacks against ground vehicles may result in lower leg injuries to mounted occupants. The Test and Evaluation (T&E) community currently lacks reduced-order (RO) tools that are capable of accurately and efficiently estimating these injuries. As part of an ongoing effort to develop RO under-body blast methodology, the Army Research Laboratory (ARL) and its partners are investigating empirical correlations of vehicle response and lower leg injury.

Live-fire testing is conducted to exploit vehicle and occupant protection from UBB threats and the resulting data offers a key source for empirical model development. Instrumentation from live-fire includes both anthropomorphic test devices (ATDs) and accelerometers mounted on the vehicle structure. While ATD's are the most common method of evaluating occupant injury, it is important to also interpret the structural response of the vehicle in terms of injury-causing potential. In doing so, vehicle designers can better understand the underlying causes for injuries and then more effectively design survivability improvements.

ARL compiled results from hundreds of live-fire UBB events in order to investigate a correlation between data from floor-mounted accelerometers and ATD lower-leg responses. The immediate focus of the effort was on ATD's seated in a nominal position (90 degree angle at the hips and 90 degree angle at the knees) with feet flat on the floor. Data measured from floor-mounted accelerometers near the ATD feet were characterized into a number of different metrics and correlated to the lower tibia compressive force as well as the lower revised tibia index (RTI).

Empirical models were developed to estimate lower tibia compressive force and RTI injuries as a function of floor accelerometers' peak velocity and local displacement. Two sets of models were developed for each injury type (compressive force and RTI); one set to estimate the specific force or RTI, and the second set to estimate a probability of exceeding the current injury threshold. These models serve as a preliminary approach for estimating injury given a floor response.

The empirical approach offers the rapid capability to estimate tibia injury using a known or estimated response at the vehicle floor. In terms of numerical modeling, this would minimize the need for a computationally-intense finite element representation of the ATD. However, a trade-off between accuracy and speed must be considered within the context of the desired use of the results. Additionally, the empirical model is restricted by the limitations of the underlying live-fire tests.

Towards A Micromechanics-based Simulation of Calcaneus Fracture and Fragmentation Due to Impact Loading

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Within a hierarchical modeling framework adopted for biological systems, the components and sub-assemblies are critical to the system-level response. As full (system-level) human body finite element models become more widely used in the military design process, the need for region-specific constitutive models and robust fracture modeling methods at the component and sub-assembly level will increase. This presentation discusses early efforts at creating a high-resolution computational model of the human calcaneus, with primary focus on modeling the fracture network through the complex microstructure of the bone and creating micromechanically-based constitutive models that can be used within full human body models. Our ultimate goal is to develop a micromechanics-based simulation of calcaneus fracture and fragmentation due to impact loading. This presentation will focus on model development.

Scans of male and female cadaveric calcanei were scanned to a resolution of 55 microns using an industrial computed tomography (CT) scanner. The scans were post-processed and will ultimately be used to generate finite element meshes of calcanei. The microstructure of the calcaneus is extremely complex with intricate anisotropic trabecular patterns, which can be organized as compressive and tensile trabeculae. In these early efforts, we have been working to characterize the length scales associated with the cortical bone, the anisotropic structure of the trabecular bone and the region-specific porosity. Results and statistics will be presented.

Segmentation and finite element mesh creation is a challenge when dealing with the complex microstructure of the calcaneus. Part of our ongoing research is establishing the best processing algorithms on the raw image data (see Figure 1). In our current approach, first, all slices of each calcaneus were opened in Avizo Fire and resampled to decrease the size of the data. A median filter was then applied, and a label field was created to delineate the bone. The label field was used to generate a surface, which was then exported to a finite element meshing software. Finally, the meshed calcaneus was imported to a finite element solver. Current investigations are focused on re-ordering or eliminating the resampling step to help maintain the true topology of the trabecular bone.

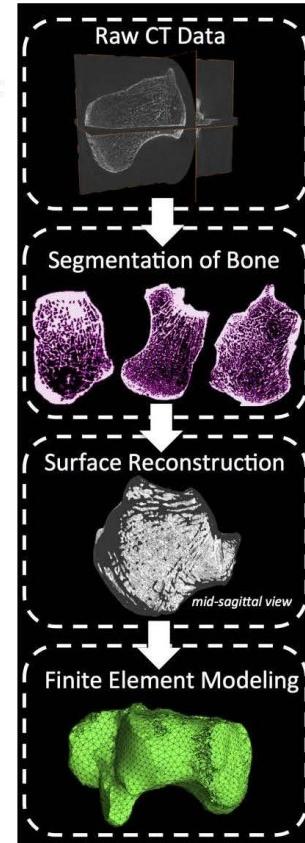


Figure 1. Imaging processing steps.

Pelvis Response Effects on Whole Body Under-Body Blast Simulations

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Pelvic response is critical in determining the response of seated occupants exposed to under-body blast (UBB). This relationship has been demonstrated in both the analysis of human surrogate data and in finite element model (FEM) simulations. The pelvis response is dependent upon the compliance, structure, and mechanical linkage to the legs and lumbar spine. The Hybrid III (HIII) pelvis is not designed for, and therefore not durable, when loaded in the vertical direction. As a result, damage to the pelvis foam and skin can significantly affect the measured response in the pelvis and influence the whole body response. The objective of this study was to determine the effect of a range of pelvis foam material properties and exposure conditions on whole body response during simulated UBB loading.

Prior to UBB simulation, a HIII FEM was placed into a rigid seat and floor platform configuration identical to the JHU/APL's Vertically Accelerating Load Transfer System (VALTS) and then positioned by applying a gravity load and belt pretensioning. The pelvis foam material properties were varied and resulting effect on response assessed. Three nominal UBB loading scenarios were simulated using a Hybrid III FEM in a configuration modeling the VALTS. The simulated UBB loading scenarios were Case 1: Floor Vz = 3 m/s, duration = 9.3 ms; Seat Vz = 3 m/s, duration = 12.5 ms; Case 2: Floor Vz = 10 m/s, duration = 7.3 ms; Seat Vz = 5 m/s, duration = 19.6 ms; and Case 3: Floor Vz = 10 m/s, duration = 7.3 ms; Seat Vz = 3 m/s, duration = 32.3 ms. Biomechanical responses and relevant injury prediction were used to assess the whole body response. These responses included lumbar forces and moments, pelvis vertical acceleration, and tibia axial force.

Decreases in pelvis foam stiffness resulted in increases in pelvis acceleration and lumbar load. Upon closer inspection, these increases were due to the pelvis foam being fully compressed, thus allowing the rigid portions of the pelvic model to come in contact with the rigid seat. This bottoming out effect resulted in large stress concentrations (>300 MPa) on the bottom of the pelvis foam near the ischium, which are indicative of the pelvis foam and skin material failure seen experimentally in VALTS test results. Increasing UBB severity (Case 1 vs. Case 2) caused all injury metrics to significantly increase. After decreasing the seat velocity in the severe event (Case 2) to simulate a longer loading duration (i.e., an energy absorbing seat, Case 3), the vertical pelvis acceleration and vertical lumbar load decreased from 104 g to 46 g and 13.3 kN to 4.5 kN, respectively for the nominal pelvis foam material properties. Interestingly, the decreased seat velocity in Case 3 allowed the floor to push up on the legs at a higher velocity than the torso, causing the legs to pull the pelvis forward, rotate the pelvis around the belt and pull the torso downward. These kinematics resulted in an increased lumbar moment, but decreased lumbar axial force. This effect could ultimately lead to decreased loads transferred up the spine and possibly a decrease in incidence of roof impact, thus lowering the risk of head and neck injury.

This study demonstrates the use of finite element models to inform the whole body response in UBB loading. The results from this study suggest the significant influence the pelvic response has on the whole body response, which should be considered in future ATD development. These techniques for model setup and areas of special consideration including the pelvis can be extended to human FEMs in the future.

Development & Validation of the WSU Human Body Model

Alan Goertz

The Wayne State University finite element Human Body Model (WSUHBM) has been under development for approximately twenty years. The model has been validated and utilized for a variety of automotive safety research functions such as restraint system development and injury mechanism analysis. These automotive applications have relied on loading primarily in the horizontal plane representing frontal and side impact collisions. Recently the model has been adapted to handle large vertical loading forces consistent with those experienced by occupants of vehicles in under body blast events (UBB) with focus on lower extremity and spine loading.

Various parts of the WSUHBM have been extensively validated for automotive crash loading conditions. Typical validation metrics are contact forces, accelerations or deflections or a combination thereof. The upper torso, shoulder and abdomen have been validated using blunt impacts representing contact with vehicle interior components such as door panels, arm rests, steering wheel, seat belts and airbags. Aortic rupture injuries have been investigated by determining dynamic aortic stress and haemostatic pressures. The lower leg has been validated for knee-instrument panel contact and axial compression of foot and lower leg resulting from toe pan deformation during frontal collisions.

The high incidence of UBB related injuries in Theater has renewed interest towards research in human response under vertical loading. Wayne State has recently published a validation of the lower leg under vertical blast loading conditions based on tibia axial forces and acceleration. ARL is currently working with the WSUHBM towards validating the model under vertical loading conditions and utilizing the model for preliminary evaluation of lower leg and spine injury mitigation concepts. Some success has been achieved in duplicating inertial spine loading and accelerations seen in physical tests.

Until a suitable physical surrogate is developed, numerical models such as the WSUHBM are poised to provide our maximum capabilities for determining body loading and injury prediction parameters that are necessary for developing and improving injury mitigation concepts.

Adapting automotive-based finite element models of lower extremity for high-rate impact simulation of occupants subject to under-vehicle blasts

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One of the major concerns in automotive safety is the large number of severe injuries to the foot and ankle complex caused by axial loading to the lower leg, which is associated with an intruding foot-pan during frontal vehicular crashes (Crandall, 1994). Research on foot and ankle injury mechanisms for these impacts have led to the development of advanced, injury-predictive finite element (FE) models of the lower extremities (e.g., Shin et al., 2013). One of the major concerns in military safety is severe fractures to the foot-ankle-lower leg in occupants of armored vehicles that were exposed to a blast. These injuries account for over 80% of all skeletal injuries found in underbody blast (UBB) events (Ramasamy, 2011). Battlefield epidemiology suggests that these injuries are caused by axial loading to the lower extremities from contact between the deforming vehicle body and the occupant's feet. Thus, we can draw parallels between automotive and military lower extremity injuries, and potentially leverage our experiences with FE models intended for automotive impact loading to develop computational models for injury prediction from the high-rate dynamics caused by UBB.

This study focuses on predicting the mechanical response and injury outcome from high-rate axial impacts to the lower leg using FE models of the Hybrid III dummy (originally developed by LSTC) and the 50th percentile male (originally developed by UVa for Phase I of the Global Human Body Model Consortium). Both models have been previously validated for a multitude of loading conditions typically associated with automotive impacts. The current study extends the capabilities of both FE models for use with UBB loading. The lower leg FE models were compared to drop tower impact tests performed on 18 post-mortem human surrogate (PMHS) lower legs (Henderson et al., 2013), and 18 Hybrid III lower legs. For these tests, the proximal ends of the lower legs were mounted at the bottom of a drop tower equipped with an impactor capable of producing axial loading on the foot up to 600 g's acceleration over 1.5 ms duration.

Using the unmodified versions of the FE models, the force-time histories measured in the proximal load cells were a poor representation of the experimental data; compared to the experimental data, the FE model force magnitudes were much lower (by more than 50% in most cases), and the phase-delay and duration of the force pulse were nearly twice as long. Both models were modified to better reflect the loading conditions produced in the experiments, including the implementation of high-rate properties for the constitutive models of the soft materials in the feet of the human model and the dummy model. These changes greatly improved the fidelity in both models. Force amplitudes and phasing measured using the modified FE models were very similar to those in the experimental tests. The force-time history for the modified Hybrid III model was nearly identical to those measured in the experiment. The modified human model response had an average correlation coefficient with the experimental data of 0.85 over the entire time-history. Similar fracture patterns were seen in the calcaneus for both the FE model and the experiment. Many of the differences seen between the FE model and the experimental data may be attributed to not including the variations in geometry and age for the PMHS tested in the experiment.

This study demonstrates that military-spec FE models of dummies or humans can leverage prior modeling experiences with FE models developed for automotive safety to create tools for evaluating future systems designed to mitigate injury in UBB events.

Current Research and Development Activities of the Full Body Model Center of Expertise of the Global Human Body Models Consortium Project

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Introduction: The Center for Injury Biomechanics at Wake Forest University is the Full Body Models Center of Expertise (FBM COE) for the Global Human Body Models Consortium (GHBMC) project. The GHBMC is a consortium of automotive manufacturers and suppliers who, along with a sponsoring federal agency (NHTSA), have consolidated individual research and development activities to advance the state of the art of computational human body modeling. This abstract reviews the activities of the FBM COE, including the development of the average male occupant model (M50) as well as current actives that aim to expand the scope of the project.

Development: The M50 model was developed using scans from multiple medical imaging modalities and extensive anthropometry data acquired from a living adult male volunteer (height 174.9 cm, weight 78.6 ± 0.77 kg, age = 26y). The individual matched the 50th percentile value of 15 external anthropometry measurements with an average deviation of 3%. Posture-specific CAD data was developed and served as the foundation for mesh generation. The geometry of the model has been verified against various literature sources, including the mass of body segments, thickness of cortical bone, volumes of organs, and diameters of major vessels.

Results and Current Version: Version 4.1.1 of the M50 model contains 2.2 million elements, 1.3 million nodes and weighs of 76.8 kg. Extensive anatomical detail is modeled: the brain with 22 subcomponents, neck musculature with 52 individual muscles, and major organs and vessels of the thoraco-abdominal cavity. Pre-programmed ‘sensors’ are included that provide output data analogous to ATDs such as head acceleration, Nij, chest acceleration, chest compression, pelvic and femur loads.

FBM Validation Summary: The FBM COE has conducted 13 trials including 9 validation, 2 repositioning, and 2 robustness simulations (frontal and lateral NCAP simulations) with the current version of the M50 model. Simulations were run using LS-Dyna R6.1.1. on a Linux cluster with 48 CPUs. Validation simulations included six hub-type impacts (frontal chest, lateral shoulder, frontal abdominal bar, oblique abdominal, lateral pelvis, and a lateral plate). The remaining three validation simulations were frontal and lateral sled tests. CORrelation and Analysis objective rating software (CORA, v. 3.5) was used to assess model agreement within experimental data. Along with validation at the full body level, body region specific validations of the head, neck, thorax, abdomen, pelvis and lower extremities were conducted by six collaborating universities. The M50 model matches experimental data well. In the six validation simulations with enough experimental data for a complete CORA comparison (including Magnitude, Phase, Shape and Corridor ratings), the average combined score was 0.75 (max of 1). For the subgroup of only hub-type impacts, the average was 0.83.

Current and Future Work: The FBM COE is currently working on Phase II of the GHBMC project. One focus is on continuous improvement and enhancement of the M50 model, but several new parallel modeling initiatives are underway. Detailed models of the 5th percentile female (F05) and 95th percentile male (M95) occupants are being developed, either through a similar process as described above (in the case of F05) or through scaling (in the case of M95). Simplified versions of the models are being generated for rapid kinematic assessment and stochastic modeling studies. Models will be developed in the pedestrian posture as well. The FBM COE at Wake Forest University, in conjunction with the GHBMC and its partners, is positioned to create a suite of models to advance the state of human body modeling in trauma research.

Modeling the Human Head and Neck: Sensitivity and Response

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Computational modeling provides an effective means for capturing the response of complex systems. The data gleaned from such models is often difficult or impractical to capture experimentally. Using finite element analysis, one can determine the entire 3D mechanical response of biological systems subject to high-rate accelerative loading conditions. Such models allow for assessment of the effects of input variables such as posture, muscle activation, nonlinear and/or inhomogeneous material properties, and boundary conditions, including the assessment of variance on the response.

The Duke head/neck model consists of an osteoligamentous cervical spine (C1/C2, C3 to T1) and head modeled as rigid bodies coupled by six degree of freedom non-linear viscoelastic beam intervertebral joints (Occiput-C2, C2-C3, to C7-T1). The model includes 22 primary cervical spine muscles, which are split into 81 muscle strands to span their broad origins and insertions. Each muscle strand is modeled with viscoelastic beam elements to capture the active and passive muscle behaviors. This allows a computationally efficient model,

while still obtaining parameters of interest (primarily kinematics and kinetics). By integrating other models, such as the MADYMO human model, underbody blast end conditions for C7/T1 can be determined and applied to the Duke head/neck model. Integration with Duke brain slice models can provide insight to brain injury during high-rate loading. In addition, the influence of personal protective equipment (PPE) on head and neck response can be quickly analyzed to assess ability to reduce injury.

Inverse finite element analysis can match model parameters to experimental data to improve model biofidelity. By iteratively determining material properties that optimize the model response, the Duke head and neck model is capable of recreating experimental conditions *in silico* with a high degree of accuracy and predictive capability.

Sensitivity analyses allow for the determination of key factors affecting head and neck response including the effect of statistical variance. Variables such as head center of gravity and neck posture can be analyzed without numerous experimental tests.

Capturing specimen variation through these methods allows for corridor response prediction that can be used to improve the effectiveness of costly cadaveric testing.

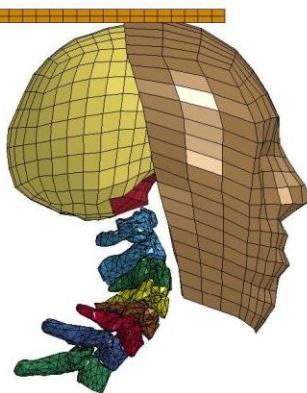


Figure 1. Duke head and neck model exhibiting buckling behavior during high-rate impact with a rigid plate. Musculature removed for visualization.

Human Body Model Injury Analysis in Real-World Crash Simulations

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Real-world crash simulation with human body models is a useful technique to assess vehicle performance and injury mechanisms. A limiting factor in these simulations is the paucity of full vehicle models available for researchers. To address this limitation, an adjustable reduced vehicle model was created to simulate any vehicle in crash reconstruction simulations. Frontal crash cases with minimal intrusion and Event Data Recorder (EDR) data were the first crash type investigated. The reduced vehicle was based on the National Crash Analysis Center (NCAC) Ford Taurus full vehicle model. The surrounding structure was removed until the only parts remaining were the driver seat, dash panel assembly, and steering column assembly. A simplified flat floor replaced the existing floor pan. The reduced vehicle was tuned using a variation study that minimized error between the occupant response from a National Highway Traffic Safety Administration crash test and the simulation. The occupant was a Hybrid III Anthropomorphic Test Device (ATD). The position of the seat, steering wheel, knee bolster, and floor was adjusted to match the target crash test measurements. The tuned vehicle parameters were: the steering column shear bolt force, steering column stroke resistance, frontal airbag properties, knee bolster airbag properties, and seatbelt properties. The final vehicle configuration will be used with the Total HUman Model for Safety (THUMS) to simulate a CIREN case in a crash configuration similar to the crash test. To better relate the THUMS response during a motor vehicle crash simulation to risk of injury, our group has developed several injury risk metrics. These metrics are intended to mirror current measurement capabilities of Anthropometric Test Devices (ATDs) and leverage the anatomic detail of the model to supplement these standard measurements with additional injury risk data. The results of this work have demonstrated the ability of these enhanced metrics to more fully describe the occupant response during an impact event. Specifically, strain metrics within the bones and organs provide more detail on the potential location of injury through matching the finite element model results to actual patient radiology from the simulated cases. Ultimately, the techniques described in this study will be applied to multiple real world cases with both injured and non-injured occupants to begin to establish the metric thresholds of interest to predict real world injuries.

Numerical modelling undertaken at Dstl (UK) concerning vehicle floor plate impact of surrogates and anatomical human entities due to under-body mine loading

Dan Pope, Chris Taggart, Joe Cordell and Ian Softley

The Defence Science and Technology Laboratory (UK) has a strong interest in the numerical simulation of human and surrogate entities under dynamic loading. Over the past few years, the Structural Dynamics Capability within the organisation has developed numerical models of the Hybrid III and Mil-Lx physical leg dummies with the intention of faithfully predicting their response when impacted by the floor plates of military vehicles as a consequence of under-body mine blast loading. The research has now been extended to consider the simulation of anatomically-representative human legs under similar conditions. After providing a general description of the Structural Dynamics Capability in the field of human injury, this presentation details the approaches adopted in generating geometrically-faithful spatial representations and the steps taken to ensure the inclusion of faithful material models for the constituent components. The majority of simulation activity has been undertaken using Lagrange related functionality within the LS-DYNA finite element code, produced by LSTC. In generating these models emphasis has been placed on justifying the selection of element types and solvers; the use of appropriate contact logic to ensure proper component interaction; the extraction of meaningful response parameters from the models and the measures taken to ensure numerical stability. Focus has also been placed on the verification and validation of the various simulations, including the development of "mine-simulating" test rigs and the use of cadaveric specimens by our University research partners. The incorporation of Digital Image Correlation and other precision diagnostic techniques within our experiments when validating the response of hybrid entities within idealised vehicle rigs is also presented. In addition to describing these modelling initiatives, suggestions are also made concerning how Dstl could collaborate, with mutual benefit, with other agencies working in this field.

Optimal Design of a Novel Energy Absorbing Material to Mitigate the Blast Effect on the Lower Extremities

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Abstract

Anti-vehicular (AV) landmine explosion may cause catastrophic structural failures of military vehicles and injuries/fatalities of the crew. When an AV charge is detonated under a vehicle, a shock wave with intensive energy is generated. It is transmitted to the vehicular floor rapidly and then results in large acceleration and deflection of the floor plate, which in turn applies high loads to the lower extremities of the occupants to induce injury. Such blast effect on the lower extremities has been experimentally investigated by employing physical dummy and cadaveric surrogates. However, existing dummy legs have limited biofidelity in high loading rate regime while the cadaveric test data are highly scattered. With these limitations, the use numerical human body model is a good intermittent step while a biofidelic military dummy is being developed. Recently, Wayne State University (WSU) Bioengineering Center developed a comprehensive numerical human model (WSU Human Model, or WSUHM) to simulate the lower extremity injury due to blast. The model has been validated against the experimental data in terms of bone fracture pattern and bending moment/axial force responses (Dong et al. 2013). To lower the blast effect on lower extremities, the kinetic energy and pressure transferred to the feet must be reduced. This can be achieved by applying energy absorbing materials as the foot mat in the vehicle. Such materials are usually made of low density porous media with a large number of microstructures. During the crushing process, the microstructures undergo large deformation at a nearly constant stress level, and thus absorbing a large amount of kinetic energy before collapsing into a more stable configuration. Recently, a novel lightweight energy absorber, namely the SKYDEX® pad was developed and applied as the vehicular floor matting material (SKYDEX Technologies, CO). A SKYDEX® pad consists of double layers of periodic microstructures made of thermoplastic. During crushing, the two microstructures compress against each other and deform layer by layer to dissipate energy and reduce the pressure transfer. Combined experimental and numerical studies on the mechanical properties of SKYDEX® material at high loading rates have been conducted at WSU, and its compressive stress-strain response exhibits a strong strain softening behavior, which limits the energy dissipating capability (Zhu et al. 2012; Jiang et al. 2013). To maximize its energy absorption, a series of computational optimization have been performed (Zhu et al. 2013). In that study, the shape and size of the microstructure were described by a number of key geometric parameters. The relationship between the structural responses (e.g. pressure transfer and energy absorption) and these key parameters was established through numerical modeling, which was then validated against experimental data. Adjusting these parameters, the topology of the microstructure can be controlled and the overall response can be tailored to obtain the best protective function. Integrating the optimized energy absorber to the WSUHM further demonstrated that lower limb injury risk can be greatly mitigated through these processes.

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ABSTRACTS

Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading



January 9, 2013
Session 5

Constitutive Model and Parameter Sensitivity in Predicting Lower Leg Response for Underbody Blast Events

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In an underbody blast event, local deformation of a vehicle's floor plate can cause severe injuries to the lower extremities of vehicle occupants. Such injuries include soft tissue rupture and comminuted bone fracture, which can lead to permanent disability, limb amputation, or death. In an effort to understand, predict, and prevent such injuries, finite element models of the lower extremities are used to study the human response to such an event. Though injury mechanisms are rooted in biological microstructure, for numerical simulation purposes, they are often correlated to the state variables on the continuum-level (e.g. peak stress and peak strain). These state variables, however, are highly dependent upon the constitutive models and material parameters selected for an analysis. Despite large biological variability in the human population, and large variability in the material properties within an individual, typically only a small subset of material models and parameters are used in the simulation literature for modeling the human body in underbody blast events. The importance or irrelevance of the underlying physics for calibrated constitutive models as it directly relates to predicting the failure of tissues is not well understood. A similar lack of understanding exists for the sensitivity of tissue failure as it relates to material parameters. The intent of our research is to begin the process of exploring the extraordinarily large phase space of material parameters, constitutive models, and failure criteria. Such a study will help develop a data corridor within which experimental cadaveric data is expected to fall as we move towards a validated numerical model of the human body. This type of study can also reveal parameter or model sensitivities relevant to tissue failure. In this talk we will introduce our biofidelic model of the leg and foot, provide an overview of the constitutive models and material parameters considered, as well as report on the current progress of this project.

Coupled Eulerian and Lagrangian Approaches for Dynamic Injury Analysis

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Injury prediction in computational human finite element models (FEMs) can be achieved by implementing a number of mechanical failure criteria to calculate damage incurred to specific body regions. These include *tissue level* failure criteria, which calculate cumulative pressures or strains in specific tissue types that exceed a failure threshold, as well as *structural* failure criteria, where overall forces or moments applied to specific anatomical structures (e.g., vertebral body compression force) are calculated and related to available injury predictors. While standard structural Lagrangian numerical models techniques can be readily applied for both injury predictors, these techniques are often ill-suited to accurately model the large pressure and deformation that occurs within human interstitium under high-rate dynamic loads. Eulerian modeling methods, while better suited to model high levels of deformation, have limited ability for injury analyses which require cumulative tracking of tissue damage or structural failure criteria.

In order to address these challenges, a coupled Lagrangian-Eulerian approach was investigated which could allow for a detailed (Lagrangian) method for assessing damage in the important structures (such as bones and major organs) while modeling the essential character (pressure and strain transmission) of interstitial tissues using an Eulerian mesh. In this study, pressure and deformation propagation was modeled for dynamic loading relevant to the torso, the major organs consisted of Lagrangian FEMs and the surrounding interstitial tissue consisted of Eulerian meshes. This approach differentiated regions of high interest for damage (major organ systems) from regions of interstitial tissue. The tissue stress propagation and overall numerical stability was tracked to confirm the modeling approach's suitability for dynamic injury prediction.

The Lagrangian meshes of each major organ (heart, liver, lung, stomach, kidneys) were generated using hexahedral elements. The Eulerian meshes were rectilinear, and coupling between the Eulerian and Lagrangian meshes was achieved through constraints in LS-Dyna such that the Lagrangian organ displaced the interstitial flesh. High-frequency pressure and lower-frequency shear loading was applied to the models to test the propagation of pressure through the coupled meshes. As a validation case, shear and compressive properties were matched between the Lagrangian organs and the Eulerian interstitial tissue for pressure wave propagation tests.

The coupled Lagranian-Eulerian model was successfully able to accurately represent organ pressure transmission predicted in the uniform Lagranian mesh. Although minor pressure artifacts (<15 kPa) did occur in the mixed-mesh approach, these were largely confined to surface elements and nodal averaging of pressures in the FEM decreased these artifacts to less than 5 kPa. Checkerboard instabilities in pressure predictions within the Eulerian mesh were observable but small (<10kPa), and they did not scale up with the magnitude of imposed pressure. Leakage at the organ-interstitium interface was controlled using a contact penalty method. Observations of these artifacts indicated appropriate numerical procedures for modeling dynamic loading of human tissue, and showed that mesh refinement will decrease their magnitude.

The current study results indicate that utilization of a coupled Lagrangian-Eularian approach in human computational models for dynamic injury analysis is promising. Challenges unique to this modeling method for numerical stability and organ interfaces were successfully addressed using standard LS-Dyna capabilities. The numerical tests for simulated dynamic loading for the torso organs indicated that this method can successfully enable a calculation of pressure and strain distributions for injury prediction. Ultimately, this mixed-model approach will enable a broader variety of modeling capabilities and injury scoring for the study of both dynamic (blast-related) and static (postural) large strain effects. Additionally, this approach simplifies mesh development and refinement to enable more versatile human models.

Crew Response in Full System HFCP

Allen Shirley

CORVID Technologies

Over the past four years, Corvid Technologies has been developing and applying high fidelity computation physics (HFCP) technology and methods to address USMC PEO LS survivability analysis needs related to accelerative loading based crew injury across multiple platforms supporting DT and LFT&E. Extensive solver and methodology development has been carried out in effort to capture the complex physics of a buried IED threat and the full vehicle-level structural response including local deformation and failure. Corvid subsequently leveraged these capabilities to develop and integrate a corresponding high fidelity Hybrid III 50th percentile male anthropomorphic test device (ATD) model capable of resolving the level of ATD structural damage experienced in DT events, which cannot be captured in currently available ATD models due to the use of rigid components and coarse mesh representation.

The key emphasis in Corvid's physically-based modeling approach is to limit the set of simplifying assumptions through enhanced mesh and constitutive model fidelity. In order to accomplish this for ATD modeling, Corvid characterized visco-elastic/plastic materials in the ATD as well as the sole of the boot used in LFT&E across the full range of loading rates applicable to this type of impulsive event. With these data, constitutive model fits have been developed through optimization routines, and the baseline model has undergone verification and validation testing based on limited available data sets. Additionally, the high resolution finite element (FE) mesh model was developed from CAD data provided by Humanetics who also has received the material characterization data to aid the development of future ATD systems. These data are also available to the broader community through USMC PEO LS, a co-sponsor of this effort.

Initial validation was conducted against CSBES test data collected by ARL researchers, and results to these loading conditions will be discussed. To further validate the Velodyne ATD model, Corvid has recently begun working with PMO WIAMAN to model the 4.2 test bed setup. Test results including relevant ATD configurations are being used to support efforts within PEO LS to expand the validation set for the Velodyne model. The initial results of this effort will be presented. Additionally, current and future efforts focused on human modeling will be discussed.

These technologies have enabled accelerated development of significant survivability upgrade kits for M-ATV and MaxxPro vehicle platforms to current overmatch levels through predictive pre-test assessment of design performance and relative performance comparisons leading to successful DT demonstrators at reduced development cost. Future capabilities will further enhance the utility of these tools for the acquisition community to achieve compressed development schedules and reduce system cost within the IED survivability key performance parameter trade space.

Evaluating the Effectiveness of Various Blast Loading Descriptors as Occupant Injury Predictors for Underbody Blast Events

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Motivation/Objective:

It is of considerable interest to developers of military vehicles, in early phases of the concept design process, to quickly assess occupant injury risk due to under body blast loading. The most common occupant injuries in these extremely short duration events arise out of the very high vertical acceleration of vehicle due to its close proximity to hot high pressure gases from the blast. A typical blast vertical acceleration pulse is predominantly triangular shaped in nature. In the past, several blast loading parameters have been proposed, alone or in combination, to serve as indicators or predictors of occupant injuries. Some examples of these are (i) magnitude of the peak acceleration, G in g's, (ii) time duration of pulse, T in ms, (iii) rate of onset of acceleration, in g/ms, (iv) change in velocity, Δv in m/s, (v) effective-g (slope of the velocity profile) in g's, (vi) specific power ($G \cdot \Delta v$) in g-m/s. Of these, the design community has mostly used change in velocity Δv , or to a lesser extent, peak acceleration G, to determine the severity of, and classify any given blast pulse. The primary objectives of this paper are to conduct an extensive parametric study in a systematic manner so as (1) to determine if a single blast loading parameter is sufficient to adequately characterize the occupant injury, at least for the duration of typical blast events (0-20ms) and (2) to create look-up tables that decision-makers can use to quickly estimate the different injury responses for both stroking and non-stroking seat systems in terms of such a parameter.

Approach:

A dynamic simulation model of a vertical blast loading simulator was used, which contains a seated 50th percentile Hybrid-III Anthropomorphic Test Dummy (ATD). A parametric study was conducted on this setup by varying the peak acceleration from 10g - 1200g, and duration of the pulse from 2.5ms to 60ms such that Δv was limited to below 15 m/s. In addition to considering a non-energy absorbing rigid seat, two generic energy-absorbing (EA) blast mine seats of different ratings (EA1, EA2) were used in the study. Ten different upper body injuries were tracked for a sample size for each of the three seating variants consisting of 230 MADYMO simulations each, for a total of 6900 data points. Each of these ten injury responses were compared against three leading blast loading indicators, namely, Effective-g, Specific Power and Δv . Linear and quadratic best fit analysis was also performed and overlaid against the data samples. Similar trend analyses were also performed for physical vertical sled/drop tower tests.

Conclusions:

- No single blast loading parameter from an input pulse can be used to fully determine the occupant injury risk over the entire wide range of pulse durations (0-60ms).
- Among the different blast pulse parameters considered in this study, Δv is the best single indicator for estimating injury criteria, for typical blast pulse duration ranges (0-20 ms), independent of seat type.
- For a given Δv and T, the shape of the pulse and its peak value has no significant effect on the injury criteria, again for typical blast pulse duration ranges, an important finding for design of test setups.
- Occupant injury trends observed in this study strongly agree with physical test data.
- An easy-to-use injury estimator tool was constructed in Microsoft Excel as a function of duration T, and Δv , from the occupant injury regression trends obtained from this parametric study. This tool will enable decision makers arrive at informed decisions during early concept design stages, Analysis of Alternatives (AoA) studies, etc.

Neck Response of a Finite Element Human Body Model during a Simulated Rotary-Wing Aircraft Impact

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***Presenting author**

A finite element simulation of a 30-deg, pitch-down rotary-wing aircraft impact was validated against an experimental sled test reported in the literature. This 7.62 m/s delta-V impact was simulated using a Hybrid III Anthropomorphic Test Device (ATD) with 1.8 kg of head-supported mass. The simulation was then repeated with the Global Human Body Models Consortium (GHBMC) 50th percentile seated male model to further investigate the neck response during such an impact. A more biofidelic neck response was produced with the human body model, including realistic changes in neck curvature. Unlike the ATD, neck load cells data was not readily available in the human body model. A methodology was developed to measure forces and moments at different levels of the GHBMC neck using a series of cross sections. A local coordinate system (LCS) was rigidly attached to each cervical vertebra, with the local origin defined at the vertebral center of gravity. The local x-axis was defined as the vector from the local origin to the midpoint of the anterior vertebral body, in the midsagittal plane. The local z-axis was defined as a vector directed inferiorly from the local origin along the midsagittal plane, orthogonal to the local x-axis. Transverse cross sections were then defined at each cervical level, coplanar with each local xy-plane. These cross sections measured the force and moment contributions of the bones, ligaments, muscles, and soft tissue during the course of the simulation, with values reported in their respective LCSs. Cross sections were also implemented to measure forces transmitted through the intervertebral discs and cervical facets. The measured neck forces and moments were compared to existing injury threshold values and used to calculate injury criteria, including the Nij and Beam Criterion. This cross-sectional methodology to measure neck loading during a rotary-wing aircraft impact can be readily applied to investigate loading in the human body model from under-body blast.

A finite element model of the military lower extremity surrogate (MIL-Lx) with combat boot validated for high loading-rate inputs

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The Royal British Legion Centre for Blast Injury Studies,
Imperial College London, UK

Abstract

The improvised explosive device (IED), capable of causing multiple severely injured casualties in a single incident, has been the most prevalent single threat to Coalition Troops in recent conflicts [1]. Occupants of vehicles are particularly susceptible to lower extremity injury [2]. Mitigation systems have been shown to reduce the force transmitted to the lower extremity [3], however, experimental analysis of these technologies is expensive and time consuming. The MIL-Lx anthropometric test device was developed in 2009 to mimic to some extent the behaviour of the human leg in an under-vehicle blast scenario and presents the most biofidelic surrogate for under-vehicle blast to date [4].

The aim of this study was to develop a validated fast-running numerical model of the MIL-Lx fitted with a combat boot, which can be used as a tool to assess mitigation systems.

Axi-symmetric, implicit finite element models of the MIL-Lx and combat boot (Meindl Desert Fox Combat Boot) were developed using MSC Marc (MSC Software, USA) and validated separately against experimental data. The geometry of the combat boot model was obtained through analysis of the dimensions of the individual layers as captured on a micro-CT scan. The geometry of the MIL-Lx was reverse engineered. The properties of the materials of both combat boot and MIL-Lx were obtained experimentally using quasi-static and dynamic uniaxial compression tests.

The model of the combat boot was validated against drop-tower tests [5]. The MIL-Lx model was validated against traces of upper tibia axial force and compliant element compression obtained through experiments conducted on a traumatic injury simulator at a range of severities [6]. In order to gain further confidence in the FE model, boundary conditions and respective tibial axial loads were obtained from 5 MIL-Lx experiments conducted independently on University of Virginia's ODYSSEY rig [7]. The difference in peak axial force in lower and upper tibia load cells of the MIL-Lx were 9% (range 1-17%) and 13% (range 9-19%), respectively.

In conclusion, a validated numerical model of the MIL-Lx with combat boot has been developed which can now be used as a tool for preliminary assessments of the efficacy of mitigation systems without the need for expensive experimentation.

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Rubber Material Modeling Methodology for FE Dummy Development

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This abstract describes rubber material modeling in FE dummy development. Material modeling is very important in FE models to match real hardware test data. In particular, the purpose of FE dummy model developments is to predict the injury responses of ATD dummies in crash testing events as close as possible. The ATD dummies currently being used in any fields consist of rubber, foam, metal, damping, plastic and few other materials. Among them, rubber is the most widely used and important material because it is being used in the critical injury body parts such as neck, lumbar and skins. Also, the dummy from WIAMan project will have many rubber materials which will undergo large strain and high strain rates. Therefore, in this paper, an material modeling method for rubber is investigated with the MAT_77_O (Ogden Rubber) in LS-DYNA. And this modeling method will be applied to the WIAMan project.

First, the uniaxial tension and compression test curves are curve-fitted to Ogden strain energy-based and stress-based equations. Curve-fittings are conducted with MATLAB Genetic algorithm. Two set of Ogden parameters from curve-fittings are evaluated through both Ogden strain energy-based and stress-based equations and are proved to be almost identical when Poisson ratio is 0.499. In addition, planar tension and biaxial tension test data are considered together with uniaxial tension and compression test data for curve fittings. Then, the Ogden parameters from uniaxial tension & compression, planar tension and biaxial tension modes are evaluated and compared with the Ogden parameters from the uniaxial tension & compression mode only. Two sets of parameters are proved to produce very similar curves close to test data.

Second, the short term compression relaxation tests are conducted to obtain the Prony Series parameters which are required to be inputted in the MAT_77_O (Ogden Rubber) card. The short term relaxation tests have both ramp-up and relaxation regions to consider strain rate effect and unloading characteristics. Curve-fitting is conducted against the relaxation test using Matlab Genetic algorithm to obtain Prony Series parameters.

Coupon simulations are conducted with Ogden parameters and Prony Series parameters. For quasi-static tests (0.01 /s), only Ogden parameters are used. For strain rate tests over 0.01 /s, Prony Series parameters are inputted with Ogden parameters in the MAT_077_O card to consider strain rate effect. Coupon simulation results were close to the test data, proving that the applied method is very effective and fast in rubber material modeling for FE dummy model development.

Effect of Strain Rates on the Compressive Response of ATD Neck and Foot Rubber under Different Loading Sequences

B. Sanborn and T. Weerasooriya
Army Research Laboratory

Anthropomorphic Test Dummies (ATDs) are used to understand the response of humans exposed to different possible extreme loading scenarios encountered as occupants of automotives, aircrafts, and military vehicles. The WIAMan (Warrior Injury Assessment Manikin) program has been established by the Army to create a higher fidelity ATD that will be used to assess severity of injury to humans in blast and high accelerative loading situations, where loading rates could be higher than during the standard automotive crash tests. Simulation of these extreme events to extract the accurate response of ATDs requires incorporation of the constitutive response of the materials used in the ATDs under different loading rates. To build constitutive models for numerical codes for WIAMan, the materials used in ATDs must be investigated to discover how the materials behave at various loading rates. In this study, the rate dependent behavior of neck and foot rubber used in the Hybrid III, an automotive ATD, was investigated over quasi-static (0.001 s^{-1}), intermediate (1 s^{-1}), and high (500 s^{-1} , 1300 s^{-1} , 2300 s^{-1}) strain rates. The stress relaxation behavior at quasi-static and intermediate rates was also studied. In addition, storage and loss moduli of the rubbers were also obtained as a function of frequency and temperature. These various types of loading under different rates were used to evaluate the various representations of constitutive models in literature. The Bergstrom-Boyce (BB) model was identified as the model that best represents the experimental data.

Inertial Effects in Compression and Torsional Kolsky Bar Tests on Soft and Nearly Incompressible Materials

Adam Sokolow, Mike Scheidler and John Fitzpatrick

Understanding the high strain-rate response of soft biological tissues such brain, liver, and lung tissue as well as the response of tissue surrogates such as ballistic gelatin is critical for the development and calibration of computational models that estimate injury. In particular, the viscoelastic response of brain tissue is used to model wave propagation in the brain in an effort to predict traumatic brain injury. Brain tissue, along with the other tissues listed above, is soft and nearly incompressible.

Traditional *compression* Kolsky bar methods, which successfully characterize the rate-dependence of metals and stiff polymers, are plagued by radial inertia effects when used on soft, nearly incompressible materials. Consequently, the conventional data analysis techniques are no longer valid for compression tests on these soft materials. In an effort to bypass these difficulties, researchers at Purdue University have more recently modified the traditional *torsional* Kolsky bar test so that it can be used for specimens as soft as brain tissue.

For *compression* Kolsky bar tests, we have developed theoretical estimates for the full, non-uniform, stress state in soft materials that depend only on data that can actually be measured in this test. Since these estimates are based on radial momentum balance in the specimen, they are referred to as "inertial corrections". However, they rely on various simplifying assumptions (e.g., an approximately uniform strain state), so their range of validity needs to be determined. There does not seem to be any way to do this experimentally since only the mean value of axial stress on either face of the specimen can be inferred. Consequently, we have utilized numerical simulations of compression Kolsky bar tests as these provide the full stress and strain states at each point in the specimen against which the theoretical inertial corrections can be compared. The results of this part of the study provide new guidelines for the use of compression Kolsky bar tests on soft tissues and tissue surrogates.

We also investigated whether inertial effects are present in this new *torsional* Kolsky bar test when the specimens are soft and nearly incompressible. The results are relevant for any soft material with a shear modulus on the order of 1–1000 kPa and density on the order of water. We have conducted one and three dimensional analyses and numerical simulations to understand the stress and strain states that exist in these materials in quasi-static and dynamic torsion tests. We demonstrate that the short loading pulses typically used for high strain-rate (e.g., 700/s) tests do not allow the softer specimens to "ring-up" to uniform stress and strain states, and that consequently the shear stress vs. shear strain data reported in the literature is erroneous. We also show that normal stress components, which are present even in quasi-static tests, can be amplified by the inertial effects in dynamic torsion tests on soft materials. We provide strict requirements for the successful application of torsional Kolsky bar tests to the characterization of soft tissues.

In this talk, we will provide an overview of the Kolsky bar test configurations for both compression and torsion. For both cases we will discuss the key features of how specimen inertia confounds traditional Kolsky bar data and propose possible future directions in the problem of understanding the high strain-rate response of soft biological tissues.

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Appendix C. Workshop Slides

This appendix appears in its original form, without editorial change.



VIRGINIA TECH WAKE FOREST UNIVERSITY
School of Biomedical Engineering and Sciences

CDB

Preliminary Evaluation of Human and Dummy Finite Element Models under Blast-Induced Accelerative Loading Conditions

Costin D. Untaroiu, Jacob B. Putnam, Warren N. Hardy

Center for Injury Biomechanics

VirginiaTech
Invent the Future



VIRGINIA TECH WAKE FOREST UNIVERSITY
School of Biomedical Engineering and Sciences

CDB

Overview

- Introduction: Underbody-blast vs. Automotive/Aerospace
- Human / Dummy FE Models: THUMS vs. GHBMC; HIII vs. THOR-k
- GHBMC Lower Limb Model: Development & Validation & Applications
- Model Calibration & Validation: Methodology (example THOR head-neck)
- Evaluation of Human/Dummy FE under High Impact Loadings
- Future work

Under-body blast impact loading

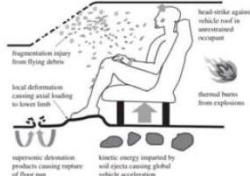


The improvised explosive devices (IED) – the leading cause of injury and death for service members (more than **50,000 coalition forces** injured or killed)

(Champion et al. 2009, Belmont et al. 2010)

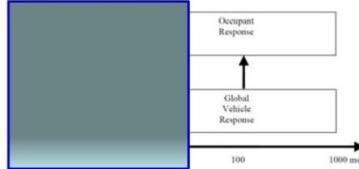
(Youtube.com)

Vehicle Occupant injury mechanisms



(Ramasamy et al. 2010)

Time sequence of Events during an Anti-Vehicular Mine Detonation

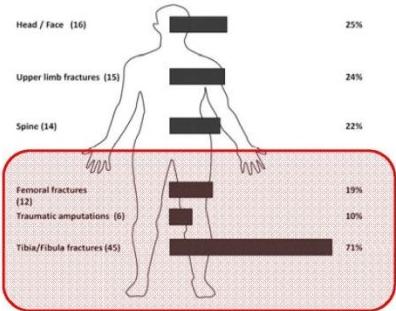


(NATO 2007 Report)

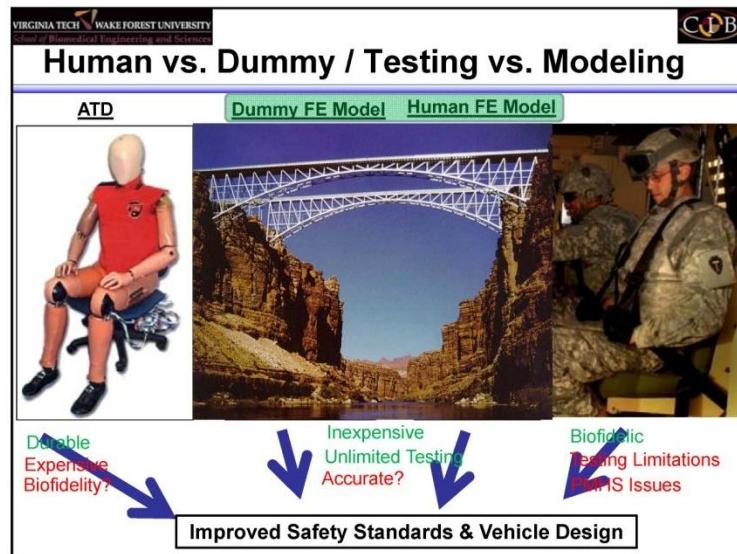
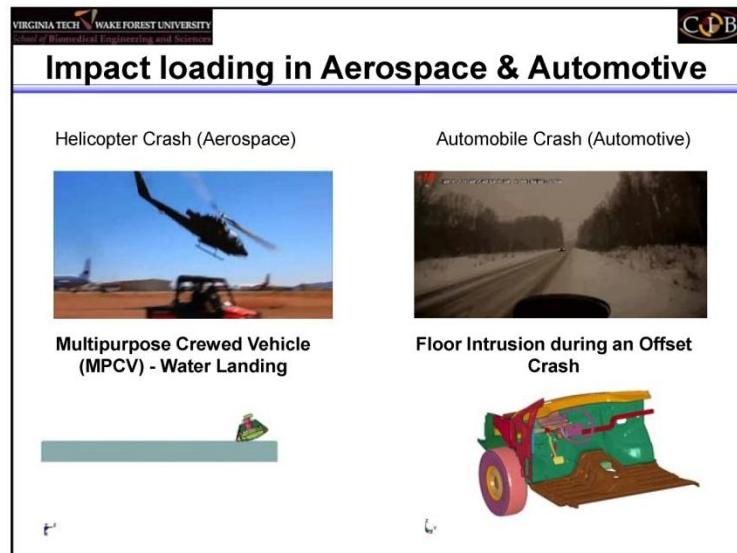
Injury Distribution per body region

- U.K. Army (2006-2008)
- 63 service personnel injured from under-body IED explosion
- 26 ± 5.7 years
- Lower limb: the most severely injured body region
- 89 foot/ankle injuries

(Ramasamy et al. 2013)

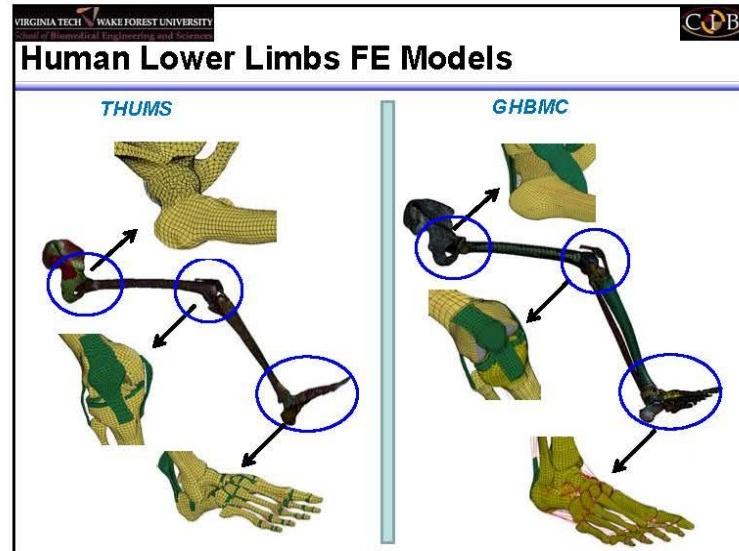


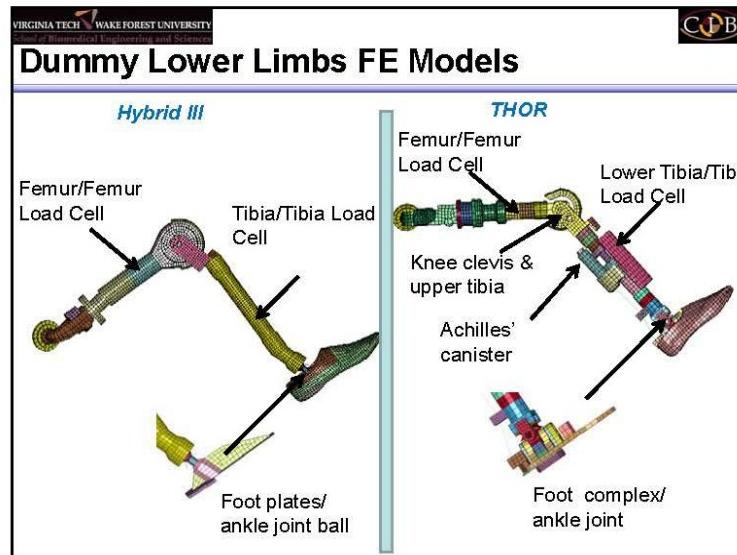
Body Region	Number of Injuries	Percentage
Head / Face	16	25%
Upper limb fractures	15	24%
Spine	14	22%
Femoral fractures	12	19%
Traumatic amputations	8	10%
Tibia/Fibula fractures	45	71%



Full-Body Finite Element Models Available

<i>Dummy Models</i>		<i>Human Models</i>	
H-III	THOR-K	THUMS	GHBMC
Sponsor	LSTC (NHTSA- VT/NASA)	Toyota	GHBMC - WFU
Part #	367	428	981
Node #	276k	239k	630k
Elem. (Def.) #	452k (438k)	525k (211k)	1,755k (1,750k)
Time step (with Mass Scaling)	0.18 μ s (0.2 μ s)	0.63 μ s (0.7 μ s)	0.39 μ s (0.44 μ s)
Valid. Comp.	Calib. Tests	Calib. & Biom. Tests	Body parts
Valid. Full	-	Horiz./Vert./Lat.	Horiz./Lat.





GHBMC Validations & CII Summary

Frontal Impact Validations

- Lower Limb (7)**
 - FO-1 Knee Impact (Rupp et al. 2002/2003)
 - FO-2 Mid-shaft femoral bending (Funk et al. 2004)
 - FO-3 Mid-shaft femoral axial & bending (Ivarsson et al. 2009)
 - FO-4 Proximal femur compression (Keyak et al. 1998)
 - FO-5 Distal femur compression (Rupp et al. 2003)
 - FO-6 Knee - PCL impact (Balasubramanian et al. 2004)
 - FO-7 Mid-leg axial & bending (Untaroiu et al. 2008)
- Foot (5)**
 - FO-8 Axial rotation (Chen et al. 1988)
 - FO-9 Inversion/eversion loading (Funk et al. 2002)
 - FO-10 Axial Impact (Funk et al. 2000)
 - FO-11 Dorsiflexion Loading (Rudd et al 2004)
 - FO-12 Hindfoot compression (Funk et al. 2000)

GHBMC Validations & CII Summary

Lateral Impact Validations

- Pelvis (3)
 - SO-1 Pubic symphysis lateral compress. (Dakin et al. 2003)
 - SO-2 Lateral compression (Guillemot et al. 1997/1998)
 - SO-3 Lateral compression (Beason et al. 2003)
- Lower Limb (1)
 - SO-7 Femoral head lateral compression (Keyak et al 1998)
- Foot (1)
 - SO-10 Xversion Impact (Jaffredo et al. 2000)

Other Impact Validations

Foot (2)

- O-1 Forefoot Impact (Wheeler et al. 2000)
- O-2 Ankle Lig. Impact (Funk et al. 2000)

References	3) Shin & Untaroiu 2013
1) Shin et al. 2012	4) Kim et al. 2014
2) Untaroiu et al. 2013	5) Yue & Untaroiu 2014

Validation: Femoral Shaft

Femur shaft three-point bending

CII: Mid-shaft femur bending fracture
Input: Impactor prescribed disp.
Output: Impactor force time history

Test setup (Funk et al., 2004)

Simulation setup

Graph: Force (N) vs Deflection (mm). The graph compares experimental data (red line with dots) and simulation results (black line with dots) over a deflection range of 0 to 20 mm. A shaded red area represents the failure point corridor. Data points are marked with black squares.

Femur shaft combined loading

CII: Mid-shaft femur combined loading fracture
Input:

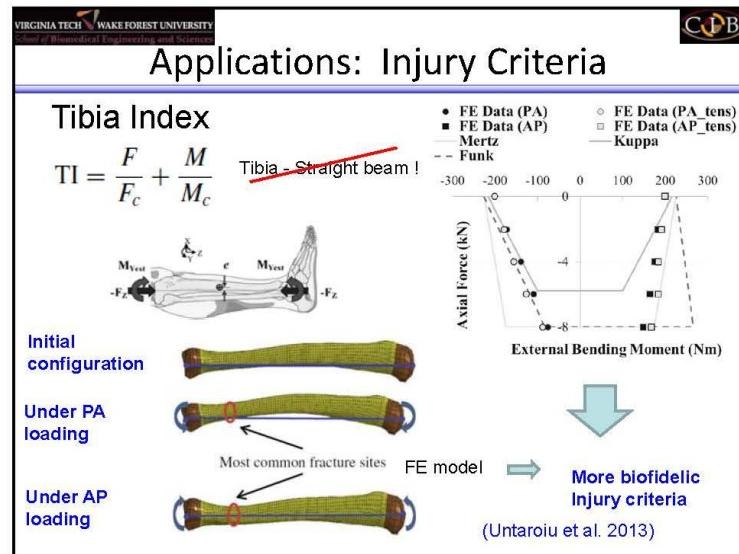
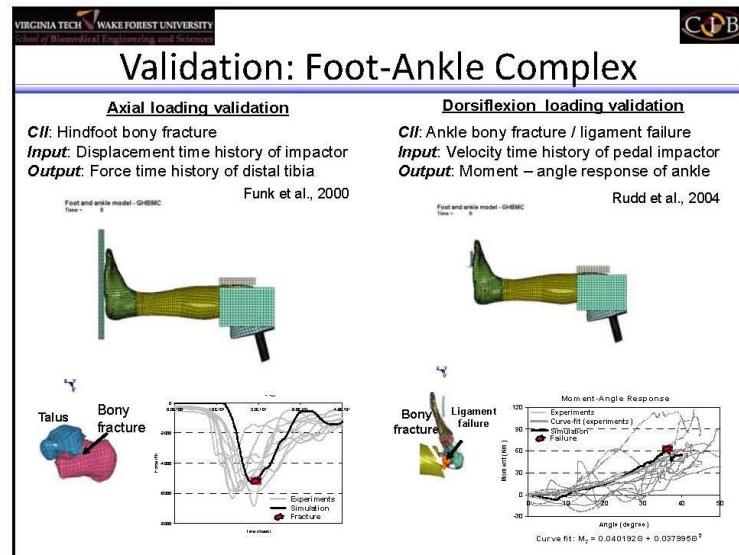
- Ramp-increased axial comp. force
- Dynamic transversely impact w/ velocity of 1.5 m/s

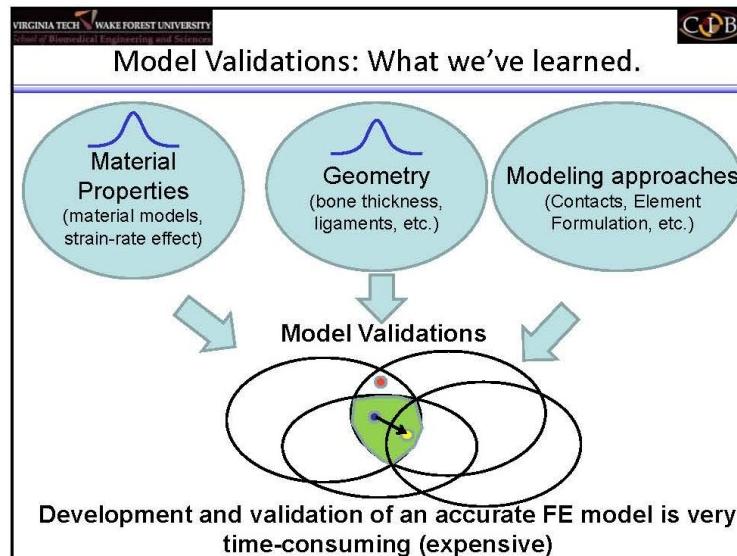
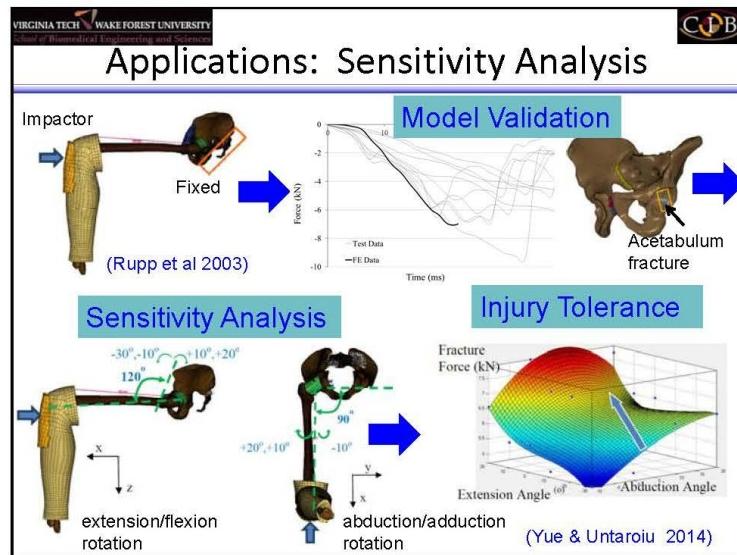
Output: Impactor force time history

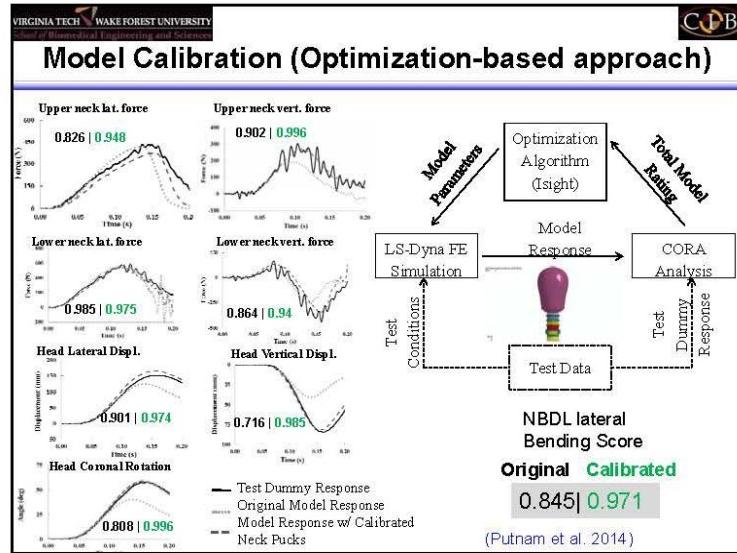
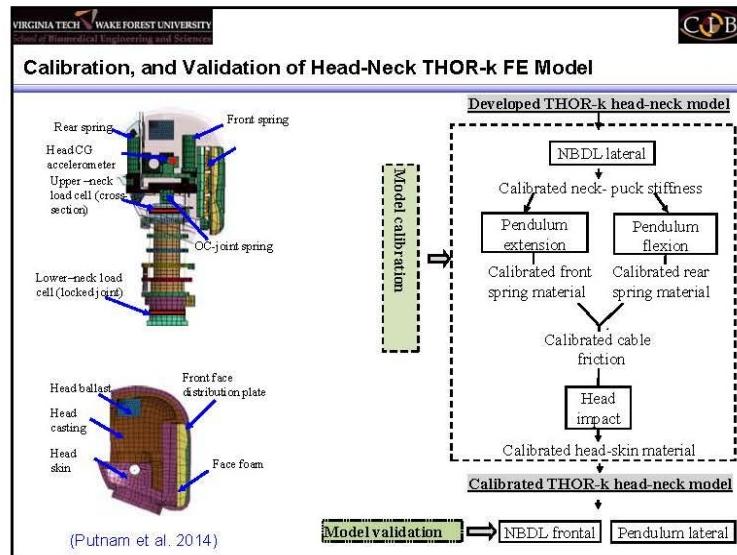
Test setup (Ivarsson et al., 2009)

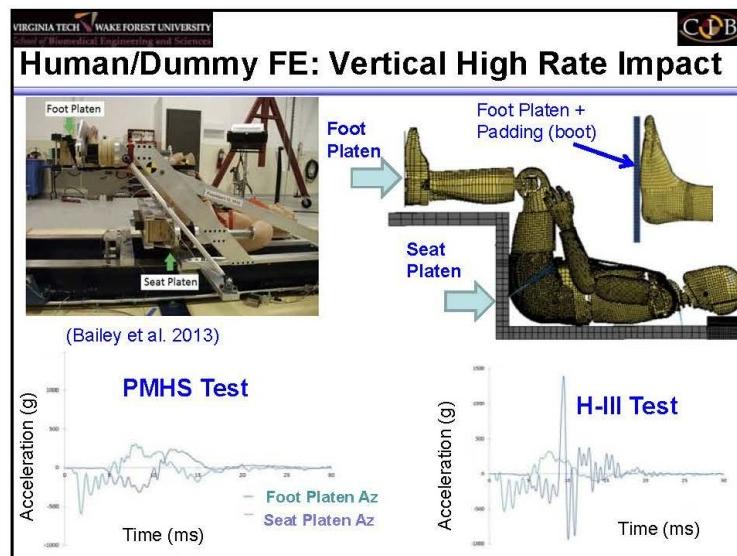
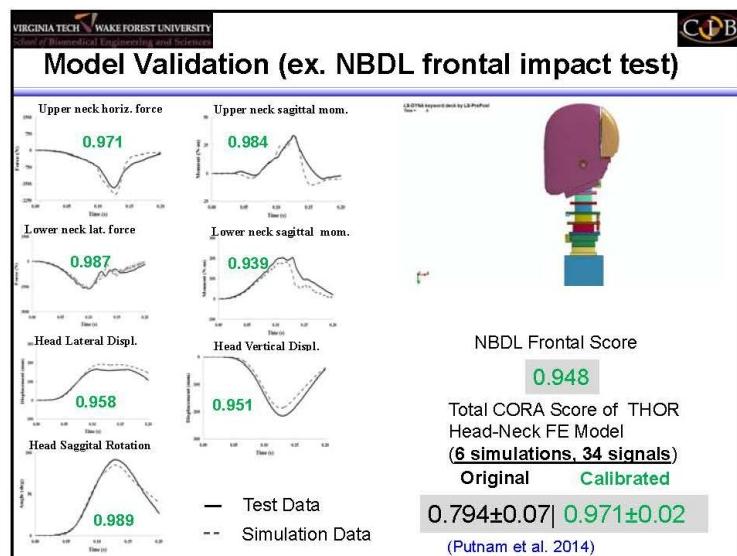
Simulation setup

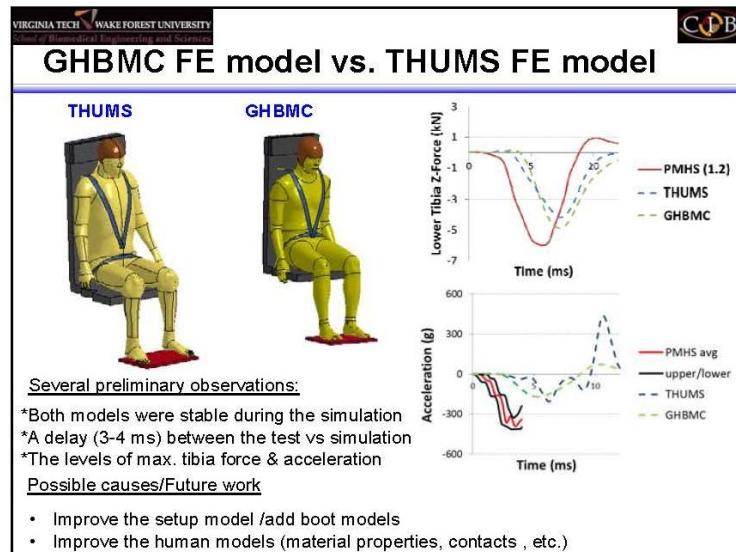
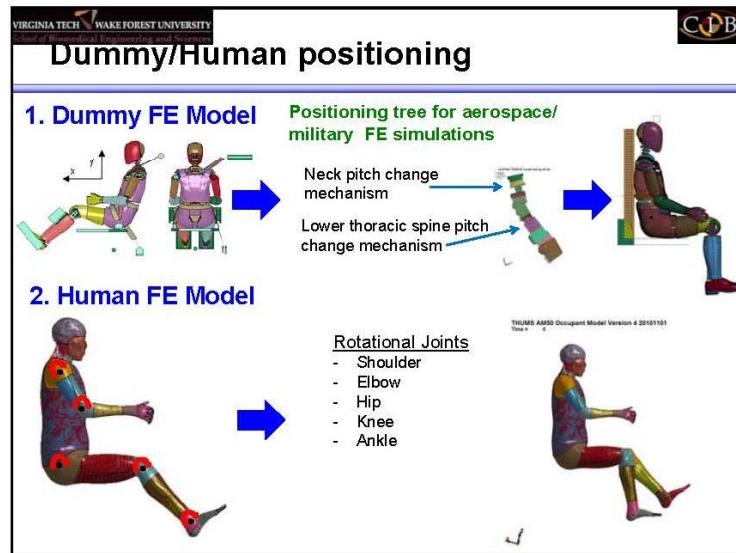
Graph: Axial Force(kN) vs Impact Force (kN). The graph compares Test Data (black squares) and FE (pink squares) for Impact Force from 3 to 11 kN. The y-axis ranges from 0 to 18 kN.

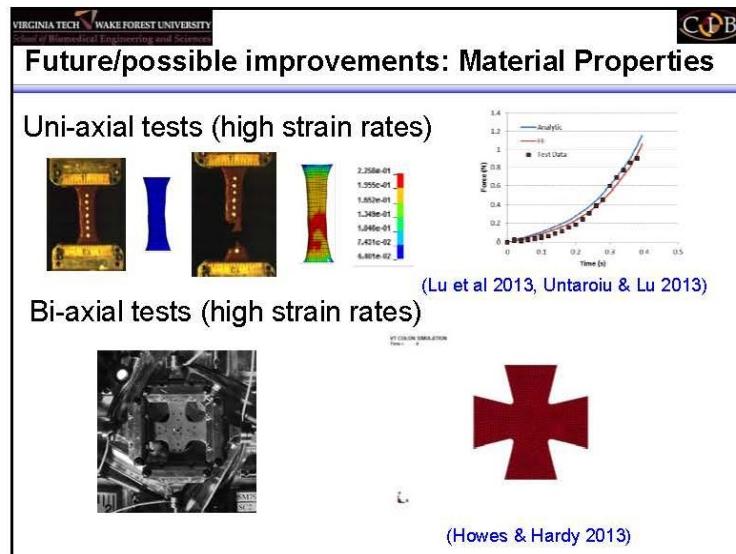
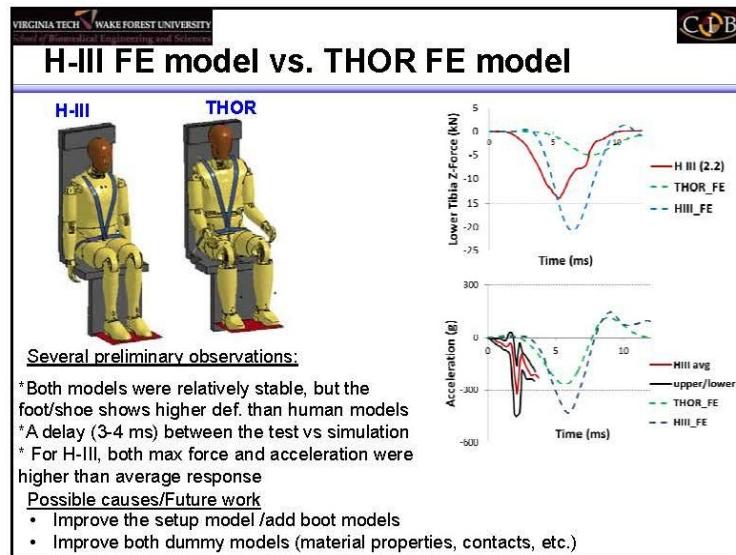


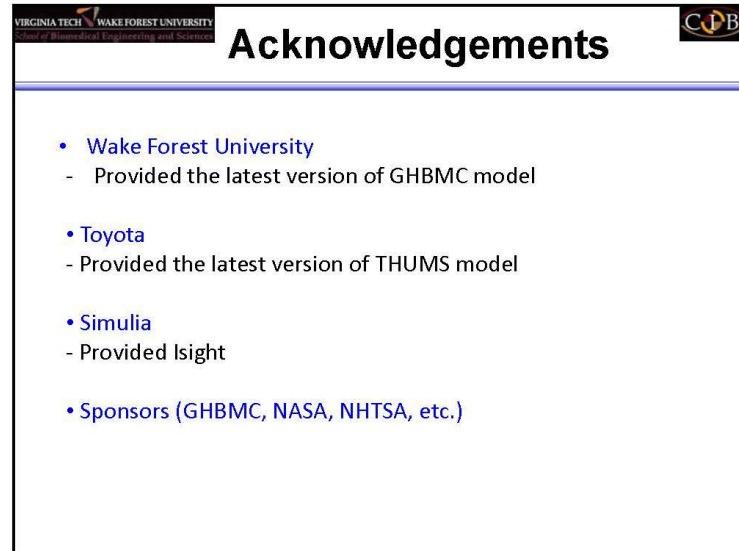
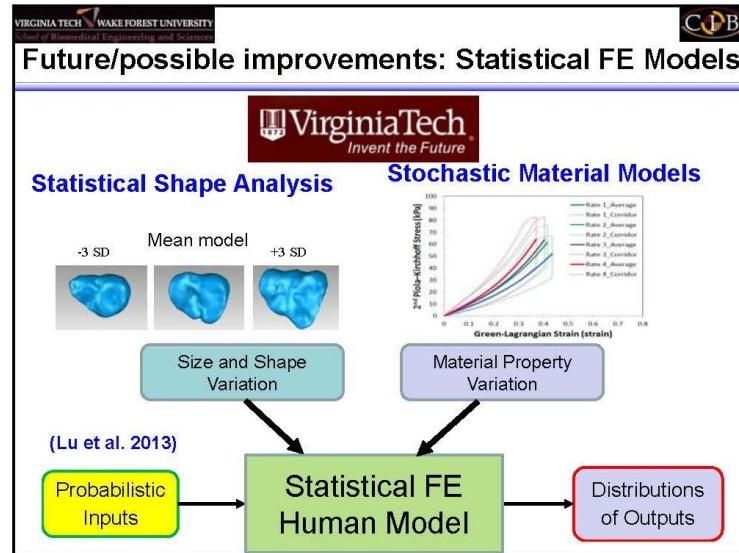














Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading Aberdeen Proving Ground, MD January 7-9, 2014

Approaches for Predicting Human Anatomical Variations Using Anthropometric & Demographic Data

Catherine Carneal¹, Yoshito Otake², Dean Kleissas¹, Andrew Merkle¹, Mehran Armand^{1,2}, Manuel Uy¹, Gaurav Thawani³, John Carrino³, Brian Corner⁴, Marina Carboni⁴, Barry DeCristofano⁴, Michael Maffeo⁴

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BOMS
BIOMECHANICS AND INJURY MITIGATION SYSTEMS

APL
The Johns Hopkins University
APPLIED PHYSICS LABORATORY
11100 Johns Hopkins Road
Laurel, MD 20723-6099

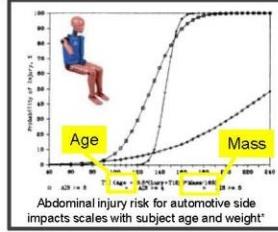
Session 1, Presentation 2
1/7/2014

Motivation

- Human models based on a single anatomy may have limited applicability for range of subject populations
- Biomechanical response and injury predictions are often scaled for subject height and weight
 - However, limited available data on scaling of internal organ geometries
- **Understanding allometry (scaling law) critical for accurate human models**



JHU/APL Human Torso Finite Element Model (left) and Global Human Body Model Consortium 50th Percentile Male (right) anatomies.



Abdominal injury risk for automotive side impacts scales with subject age and weight*

*Eppinger et al., "Development of Dummy and Injury Index for NHTSA's Thoracic Side Impact Protection Research Program," 1994

APL

Motivation

- Statistical shape atlases provide a method for determining these allometric relationships
- Atlases currently exist for a variety of applications
 - Medical studies for clinical diagnoses, orthopedics
 - Impact biomechanics for select body regions (boney structures, select organs)

Image intensity atlas of brain from 25 subjects*
Statistical lung atlas from 6 subjects for lung feature characterization**
Liver mean shape and statistical boundary models from 15 seated human adults for automotive impact studies.***

Existing Gaps

- Robust dataset representative of military population
- Correlation to relevant external anthropometrics
- Multi-organ relationships

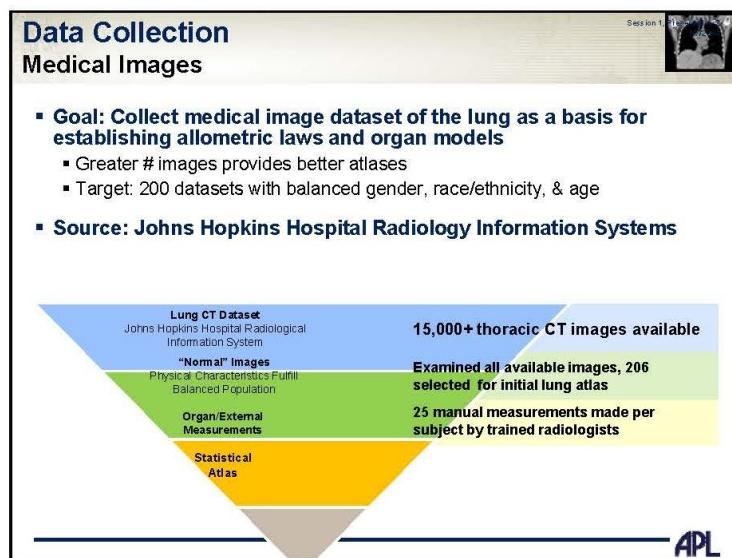
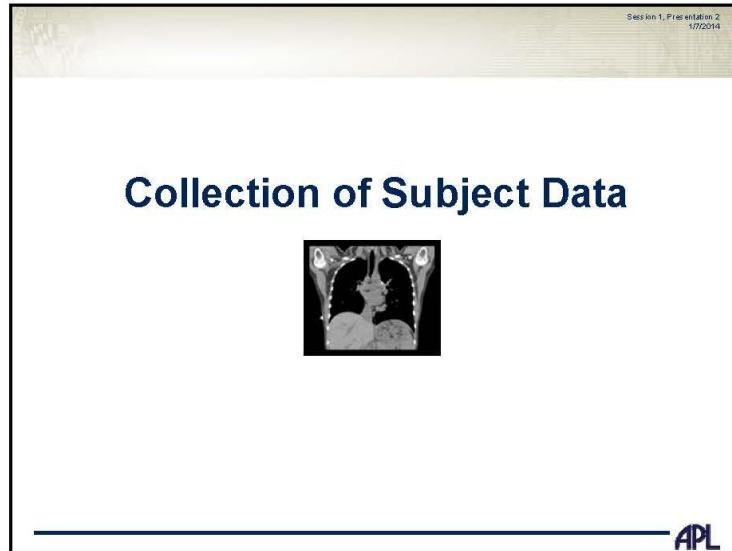
*Rueckert et al., "Automatic Construction of 3D Statistical Deformation Models of Brain Using Nonrigid Registration," IEEE Trans Med Imaging 2003
**Li et al., "Establishing a Normative Atlas of the Human Lung: Intertool Warping and Registration of Volumetric CT Images," Acad Radiol 2009
***Jia et al., "Statistical Modeling of Human Liver Incorporating Variations in Shape, Size, and Material Properties," Stapp 2013

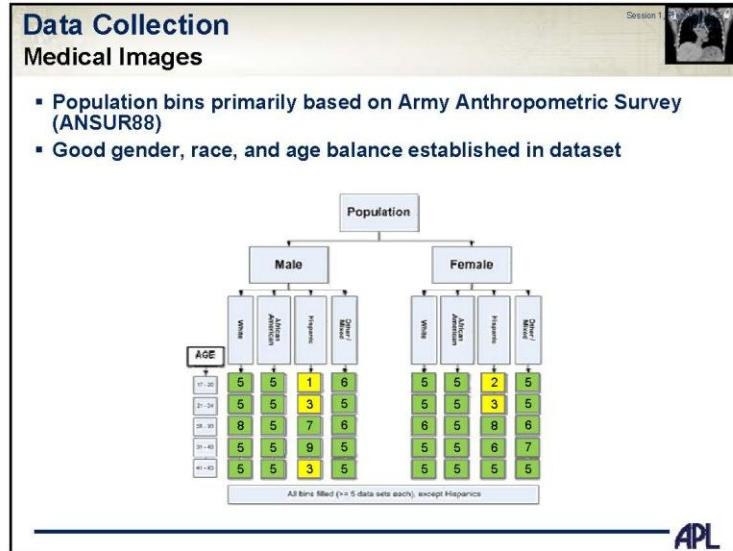
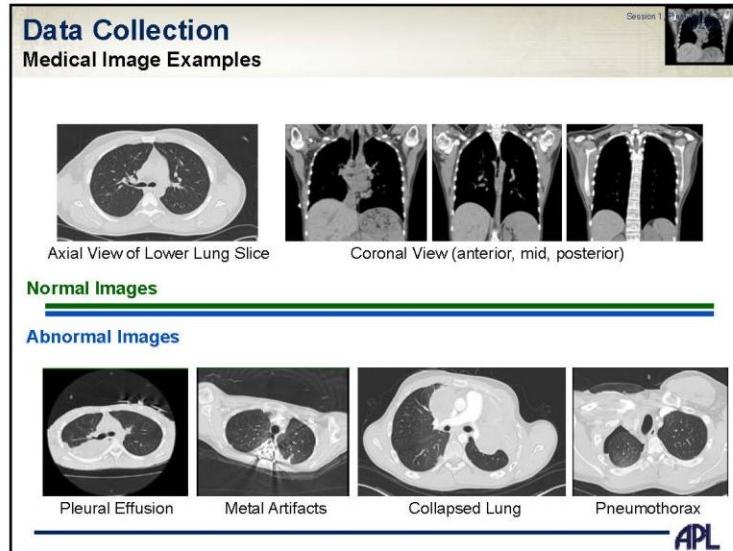
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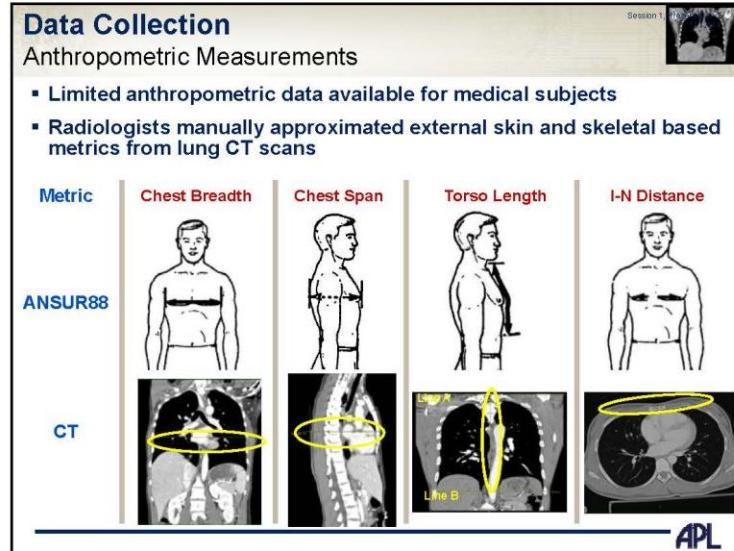
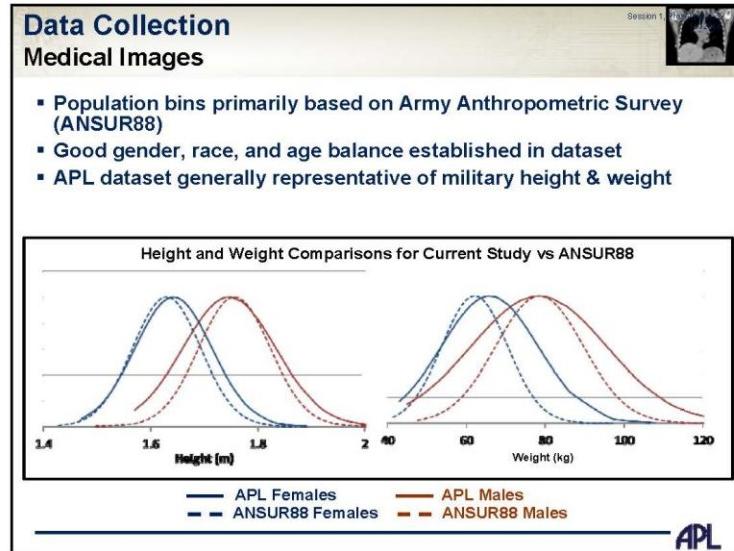
Objectives

- Overall: Determine whether external subject parameters (demographics, anthropometry) can accurately predict internal lung geometry, and the associated implications for injury assessment
- Tasks:
 -  ▪ Collect subject dataset (demographics, anthropometry, and lung geometry) representative of military population
 -  ▪ Create statistical shape atlas of the lung
 -  ▪ Employ statistical approaches to investigate anatomical differences in patient populations

APL







Session 1, Presentation 2
1/7/2014

Statistical Atlas Creation



APL

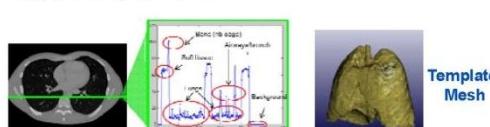
Session 1, Presentation 2
1/7/2014

Statistical Atlas Creation

Overview

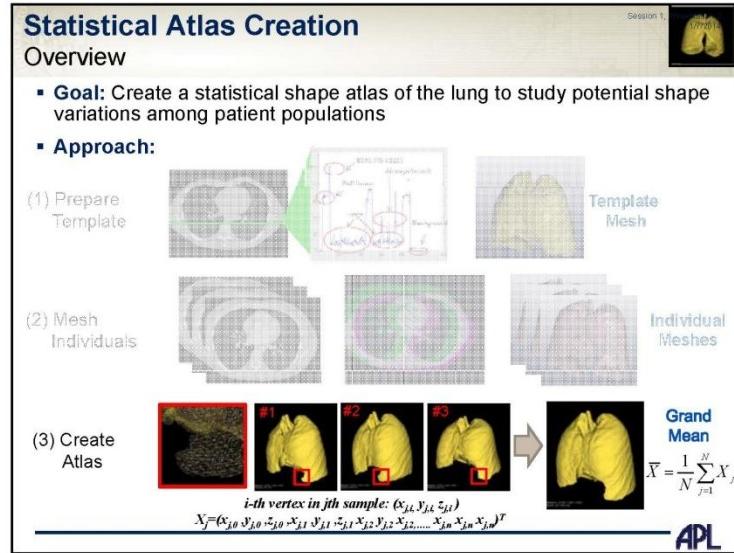
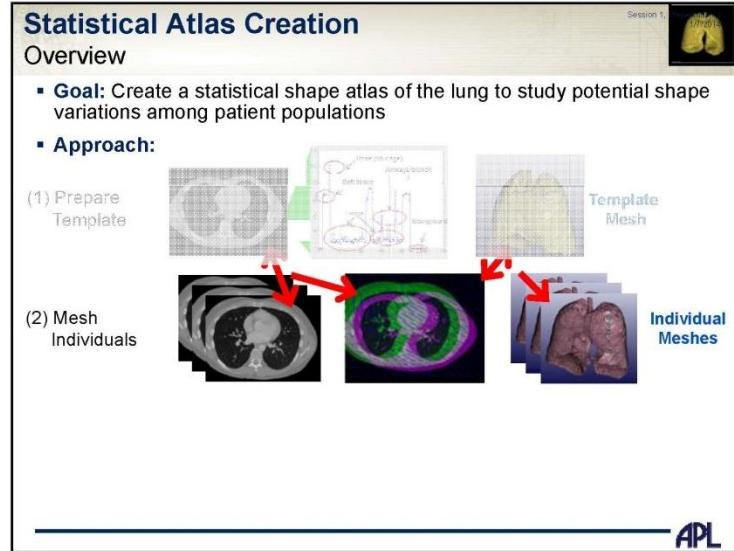
- **Goal:** Create a statistical shape atlas of the lung to study potential shape variations among patient populations
- **Approach:**

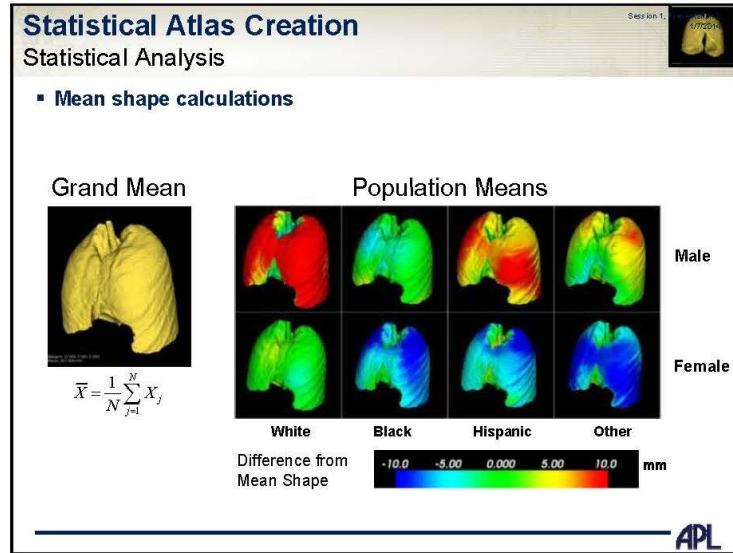
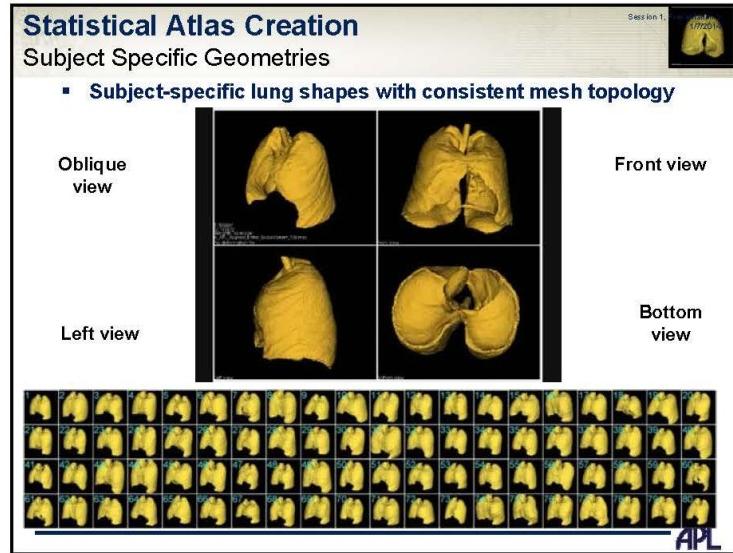
(1) Prepare Template

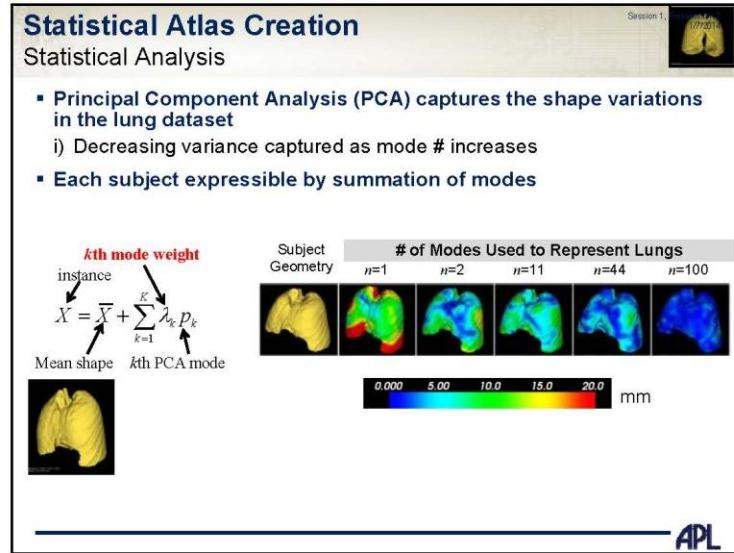
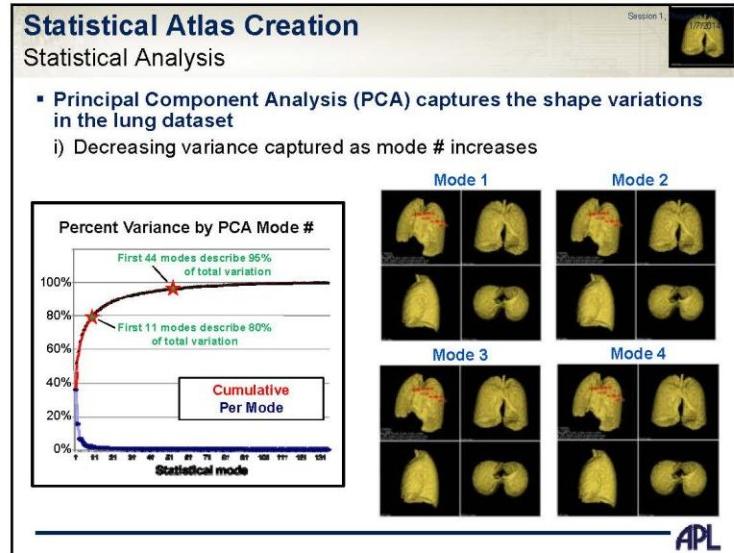


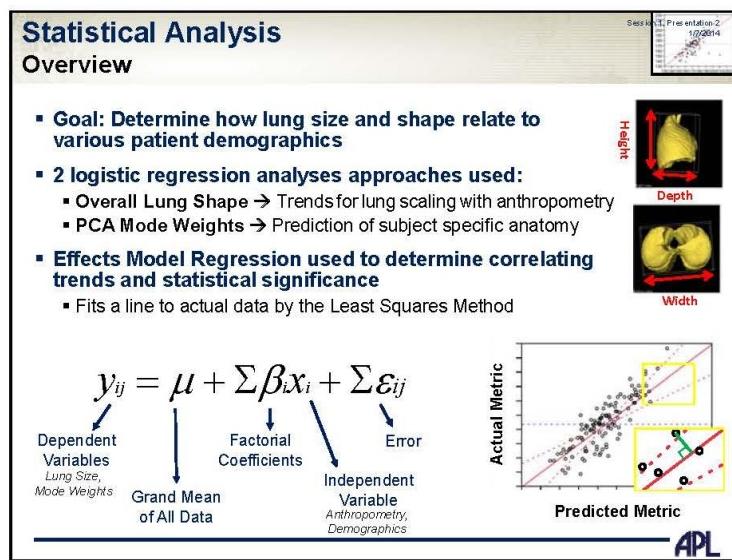
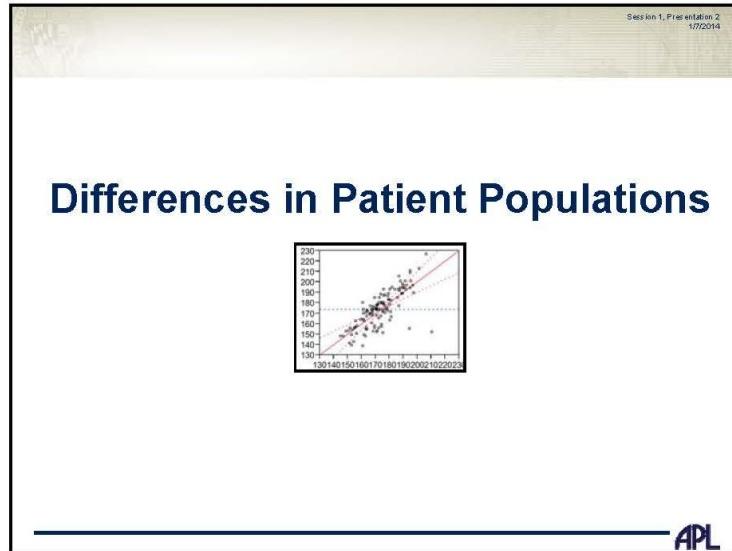
Template Mesh

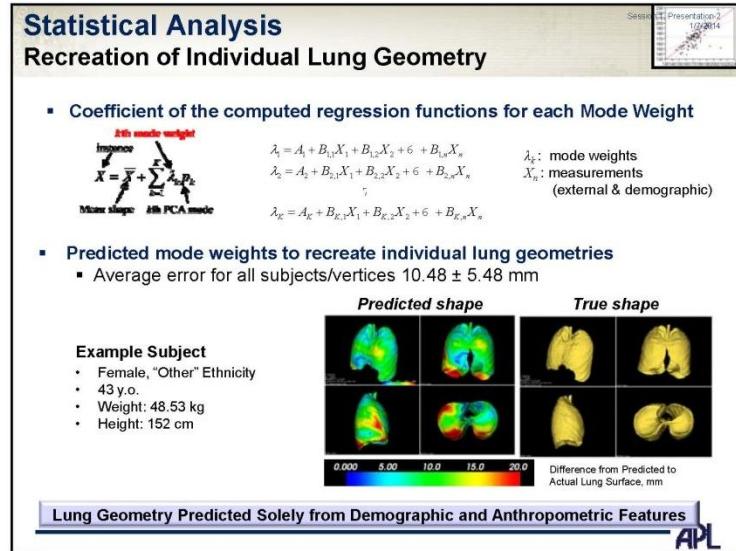
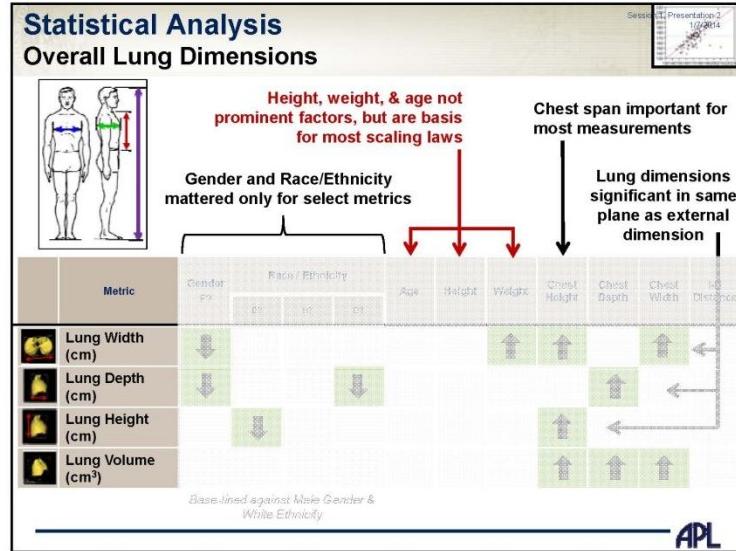
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Session 1, Presentation 2
1/7/2014

Summary & Limitations

- Multi-disciplinary team of engineers, anthropologists, computer scientists, & radiologist successfully collaborated to:
 - Create a lung statistical shape atlas
 - Investigate allometric scaling laws
 - Predict internal organ shape from external features
- Computational pipeline established and ready to deploy for human model development
- Limitations
 - Increased # subjects for improved statistical significance
 - Single posture only
 - External metrics not optimized for predicting internal anatomy
 - Current study applied for single organ geometry only

The diagram illustrates the interdisciplinary nature of the research. It shows a central 'Medicine' box connected to four other fields: Anthropology (with a human silhouette), Biomechanics (with a person running), Computer Science (with a brain scan), and Engineering (with a gear). The 'APL' logo is prominently displayed at the bottom right.

JOHNS HOPKINS UNIVERSITY APL

Session 1, Presentation 2
1/7/2014

Future Applications

- Implementation into accurately scaled human computational models
- Expansion to additional organ systems or imaging modalities
- Understanding injury implications
- Personalized medicine

The top section shows a comparison between 'Measured External Anatomy' (silhouettes) and 'Predicted Internal Anatomy' (lung and liver shapes) with a color scale from 0.000 to 0.050. Below is a 3D rendering of 'Accurately Scaled Human Models' showing lungs and liver. The bottom section displays four images: 'Full Thoracic CT' (lungs), 'Multi-Organ Atlas Pipeline' (lungs with red overlays for 'Aggressive Template' and 'Conservative Template'), 'Lung & Liver Geometries' (3D肺和肝脏模型), and 'Human FEMs' (3D human torso with internal organs).

Full Thoracic CT Multi-Organ Atlas Pipeline Lung & Liver Geometries Human FEMs

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Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading
Aberdeen Proving Ground, MD
January 7-9, 2014

Approaches for Predicting Human Anatomical Variations Using Anthropometric & Demographic Data

Catherine Carneal¹, Yoshito Otake², Dean Kleissas¹, Andrew Merkle¹, Mehran Armand^{1,2}, Manuel Uy¹, Gaurav Thawani³, John Carrino³, Brian Corner⁴, Marina Carboni⁴, Barry DeCristofano⁴, Michael Maffeo⁴

¹The Johns Hopkins University Applied Physics Laboratory, Laurel, MD 20723, USA
²The Johns Hopkins University Department of Computer Science, Baltimore, MD, USA
³The Johns Hopkins Medical Institute Department of Radiology, Baltimore, MD, USA
⁴U.S. Army Natick Soldier Research Development and Engineering Center, Natick, MA USA



BOMS (Biomechanics and Injury Mitigation Systems) logo features a stylized human figure inside a shield-like shape next to the letters 'BOMS'. The APL (Applied Physics Laboratory) logo features the letters 'APL' in a large serif font above the text 'The Johns Hopkins University APPLIED PHYSICS LABORATORY' and the address '11100 Johns Hopkins Road, Laurel, MD 20723-6099'.

Session 1, Presentation 2
1/7/2014

CT Image Details

- **Indications**
 - Trauma
 - Infection
 - To find blood clots in veins
 - Chest Pain
 - Find cancer or spread of cancer
- **Method: Inspiration, Single breath hold**
- **Parameters:**
 - 0.75mm slice thickness acquisition
 - 3mm reconstruction
 - 512x512 matrix
 - Isotropic voxels
 - Excellent reconstruction in other planes
 - 120 kV, 300 eff. mAs, pitch 0.65



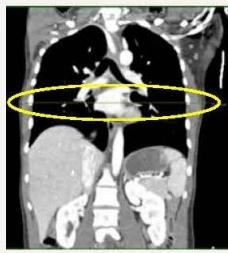
Two images are shown: one showing a CT scanner with a patient on the table, and another showing a computer workstation with two monitors displaying 3D CT scan reconstructions of a human head and torso. Below the monitors is a keyboard and a trackball. A small diagram shows a person lying on a table inside a rectangular frame, with a 3D CT reconstruction of their torso displayed on a screen to the right.

www.mayoclinic.com/health/medical/M03614

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External Measurements
Chest Breadth

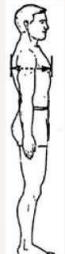
Session 1, Presentation 2
1/7/2014

Comparable ANSUR	CT Measurement
<ul style="list-style-type: none">Maximum horizontal breadth of chest at level of the right bustpoint/thelion landmark.	<ul style="list-style-type: none">At carinaProper position at the level of nipples confirmed on another view (axial plane)
	

MFL

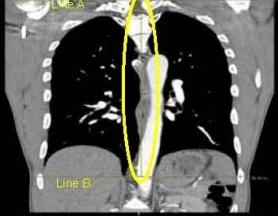
External Measurements
Chest Depth

Session 1, Presentation 2
1/7/2014

Comparable ANSUR	CT Measurement
<ul style="list-style-type: none">Horizontal distance between the chest and back, at the level of the right bustpoint on women or the nipple on men	<ul style="list-style-type: none">At level of vertebral bodies and sternumProper position at level of nipples confirmed on another view (axial plane)
	

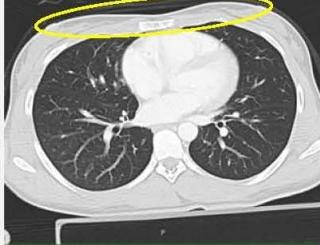
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External Measurements
Chest Span (Cranio-Caudal)

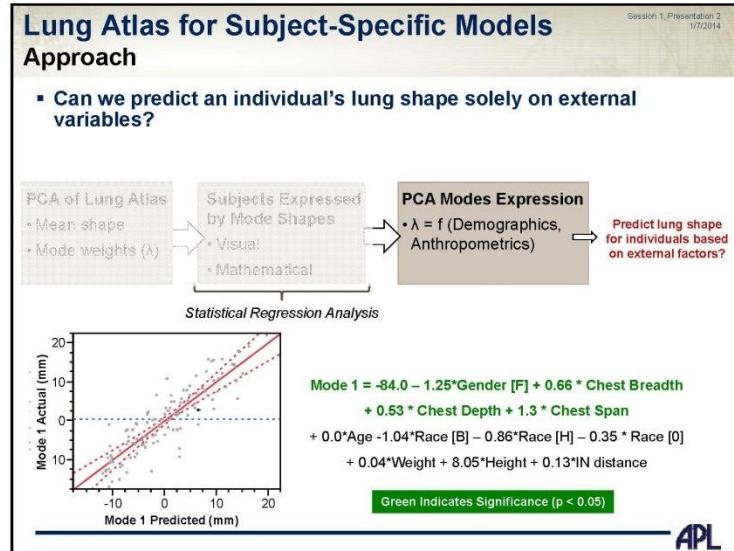
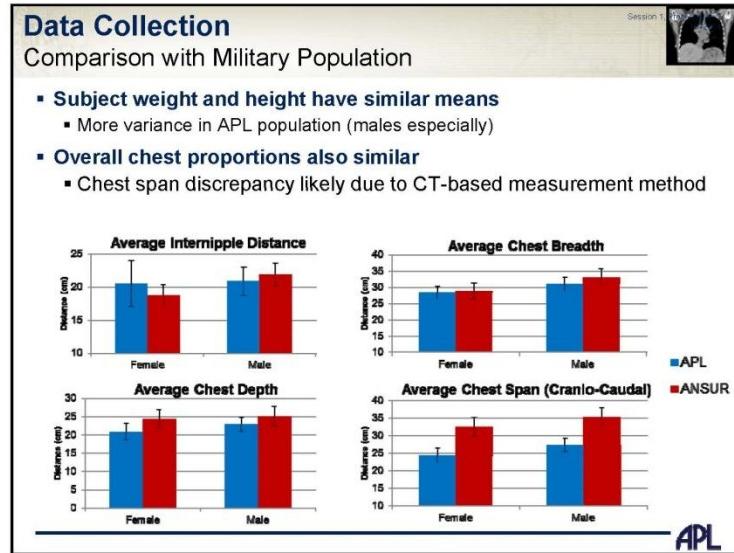
Comparable ANSUR	CT Measurement
<ul style="list-style-type: none">Distance between landmark at the front of the neck and anterior waist landmark (natural indentation)	<ul style="list-style-type: none">Coronal section where posterior part of 1st rib is visibleVertical distance between highest level of first rib to the lower costophrenic angle
	 Line A Line B

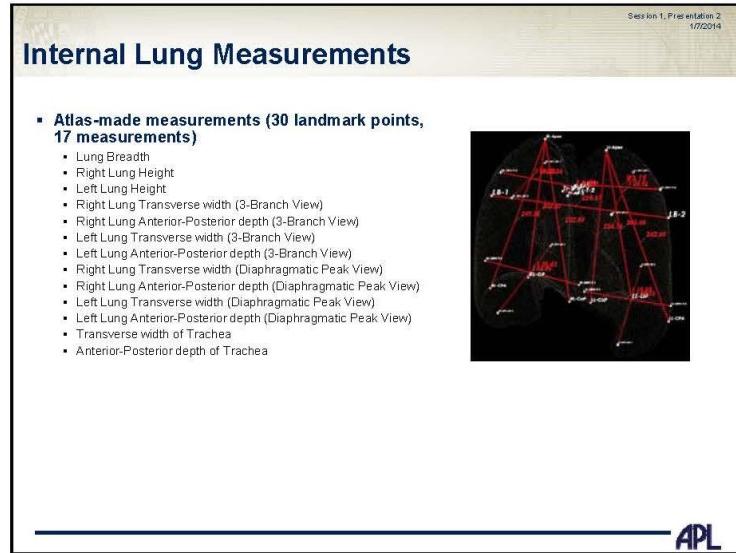
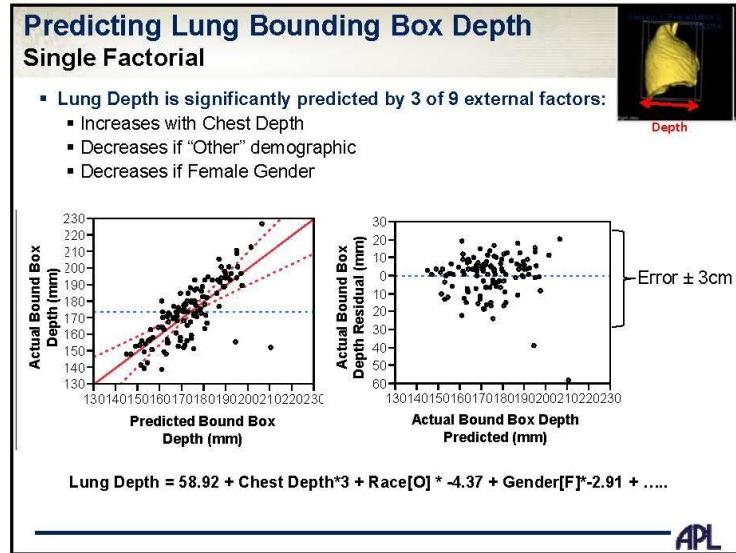
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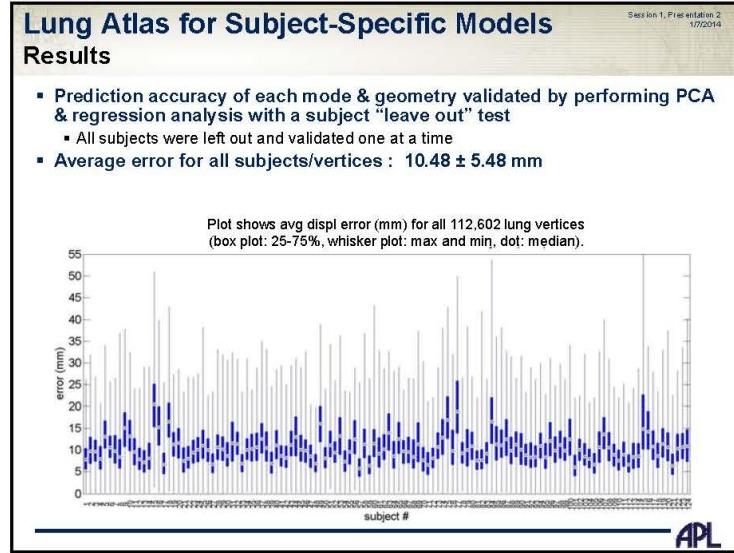
External Measurements
Internipple distance

Comparable ANSUR	CT Measurement
<ul style="list-style-type: none">Distance between right and left bustpoint on women and the center of nipples on men.	<ul style="list-style-type: none">Axial view.Slide with both nipples visible.
	

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Numerical Approach for Modeling Joint Stops in Anthropomorphic Test Devices(ATDs)

Humanetics Innovative Solutions Inc.

Renuka Jagadish

Hyunsok Pang

Agenda

- Introduction
 - ATD Joints
 - Joint Stops
 - Nodding Block
- Modeling approach for Nodding Block
 - Nodding Block Hardware
 - Nodding Block FE
 - Nodding Block Presimulation
 - Neck Pendulum Test
 - Results
- WIAMan Application - Neck Model
- Conclusions

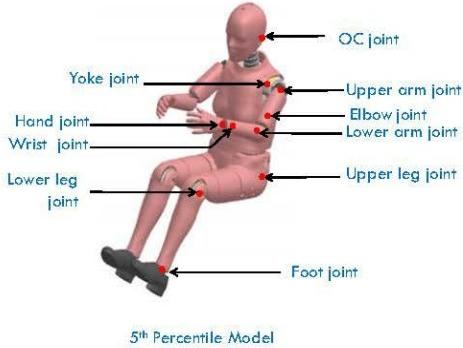


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Introduction - ATD Joints

- In FE dummies a spherical joint is used when the physical joint is a ball joint (e.g. hip and ankle joints) and revolute joint is used when the physical joint acts as a hinge (e.g. the wrist to hand joint)
- In FE development, LS-DYNA *CONSTRAINED_JOINT_REVOLUTE/* *CONSTRAINED_JOINT_SPHERICAL/* CONSTRAINED_JOINT_TRANSLATION AL is used to define the joint between two parts



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Introduction - Joint Stops

- The articulating joint motion is stopped by the material compression of joint stops
- Modeling the physical bumpers in recent FE development
- Replaces the moment curves/stop angles which had been defined previously
- Provide better physical response and reduces/eliminates noise seen in stiffness curve approach



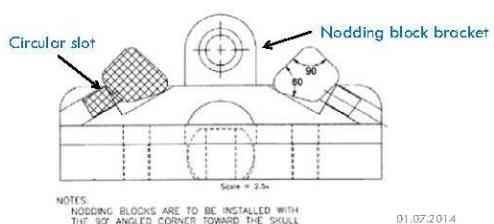
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Introduction - Nodding Block

- Nodding block is a small block of rubber placed between the neck bracket and the upper neck load cell and performs the function of the occipital condyle joint in humans
- Movement of the head along the coronal plane (Y-Z plane) is stopped by the nodding blocks
- In the physical hardware, the nodding block pin bends and is pressed into the circular slot on the nodding block bracket



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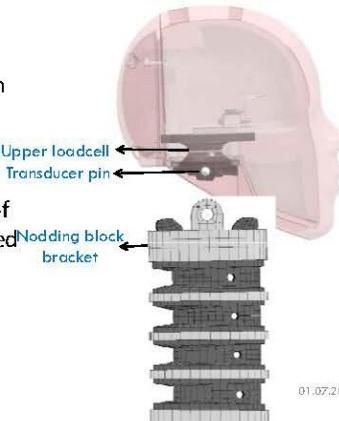


Modeling Approach - Nodding Block Hardware

- Next step is to assemble the head and neck together
- Place the head over the neck assembly and push down the upper loadcell into the nodding block bracket where the holes coincide (OC joint) and insert the transducer pin
- Bottom surface of the loadcell and top surface of the nodding block are in contact in the assembled head-neck hardware
- Nodding block rubber compresses and is in pre stressed state

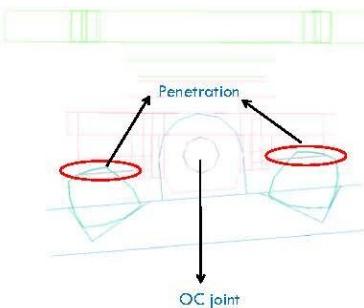


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Modeling Approach - Nodding Block FE Model

- CAD drawing has the undeformed geometry information
- FE mesh follows the undeformed geometry profile
- Penetration at the interface of the loadcell and nodding block
- Pre simulation is performed to account for compression of rubber and pre stress

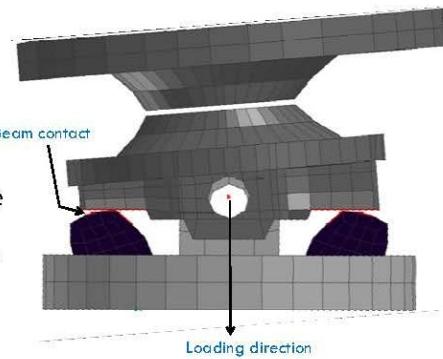


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Nodding Block Presimulation: Step 1

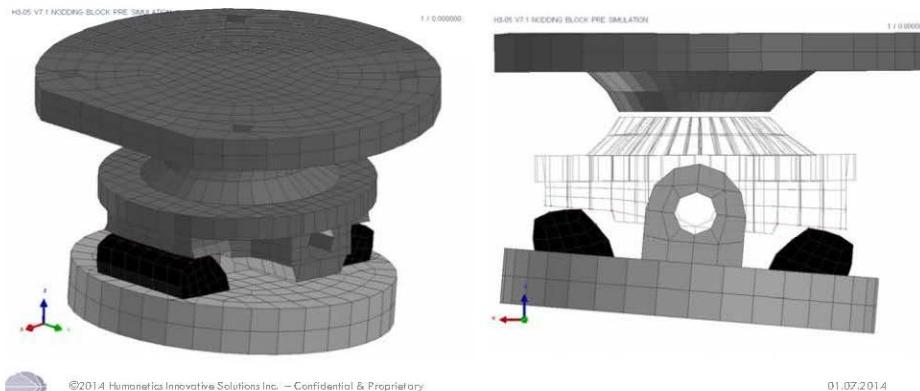
- Solver: LS-DYNA
- Nodding Block Material: MAT_77_O (Ogden Rubber)
- Pre simulation is done by pushing down the loadcell with a boundary displacement condition
- Surface contact is defined at the interface of the nodding block and the loadcell
- General contact is defined to take care of edge to edge intersections
- Deformed shape of nodding block



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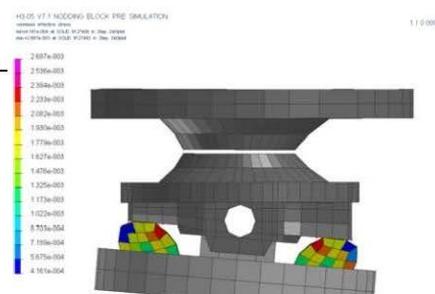
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Nodding Block Presimulation: Step 1



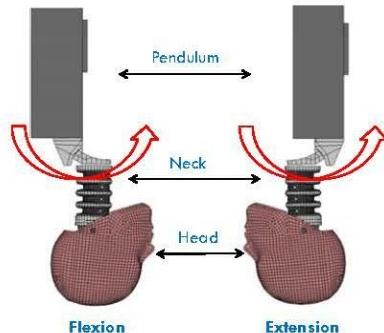
Nodding Block Presimulation: Step 2

- Deformed nodes are output and defined in the step 1 input deck under *NODE card
- Initial nodes are defined in *INITIAL_FOAM_REFERENCE _GEOMETRY card
- In the *MAT_77_O card, switch REF parameter to 1 from 0 to use reference geometry to initialize the stress tensor
- Sanity run is done to check if there are instabilities and an equilibrium state is attained
- Pre stress is induced at 0 ms of the simulation



Neck Pendulum Test

- In FE dummy development, neck has to be modeled as close as possible to the hardware
 - Capture the kinematics
 - Good correlation with respect to certification test results
- Certification Speed
 - Flexion - 7.01 m/s
 - Extension - 6.31 m/s

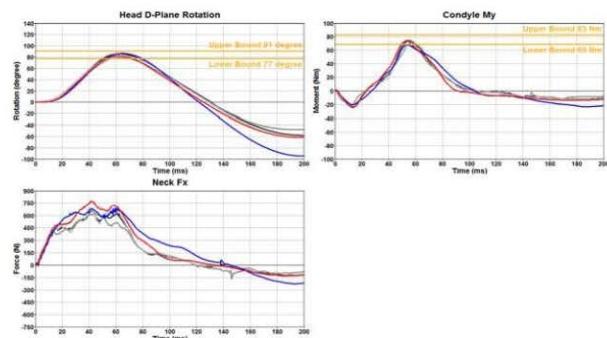


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Results - Flexion

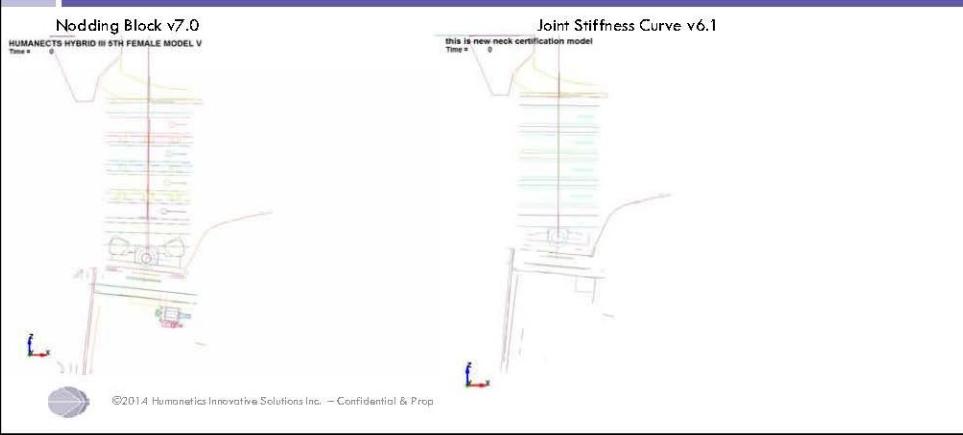
- Certification Speed - 7.01 m/s



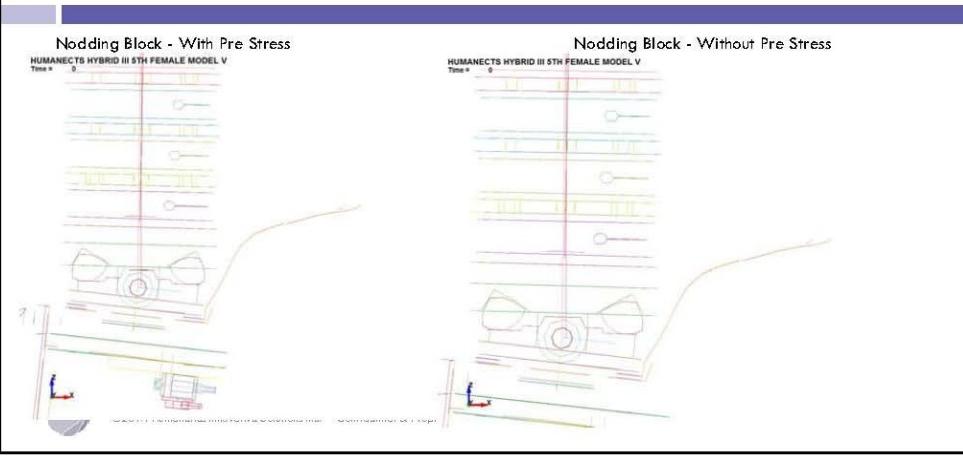
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Results - Flexion

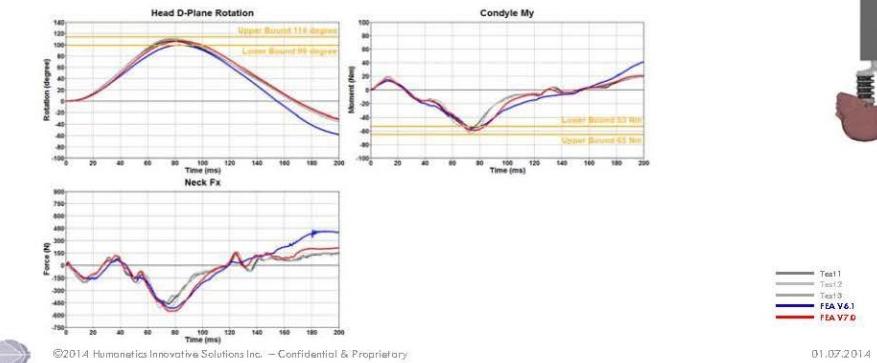


Results – Flexion - Nodding Block



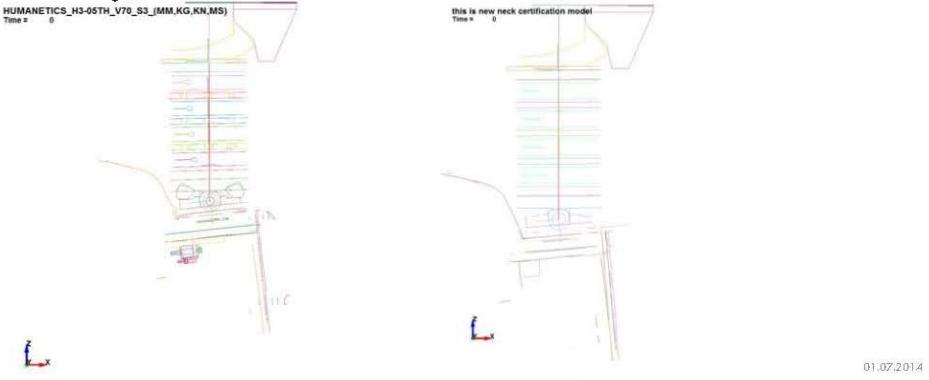
Results - Extension

- Certification Speed - 6.31 m/s

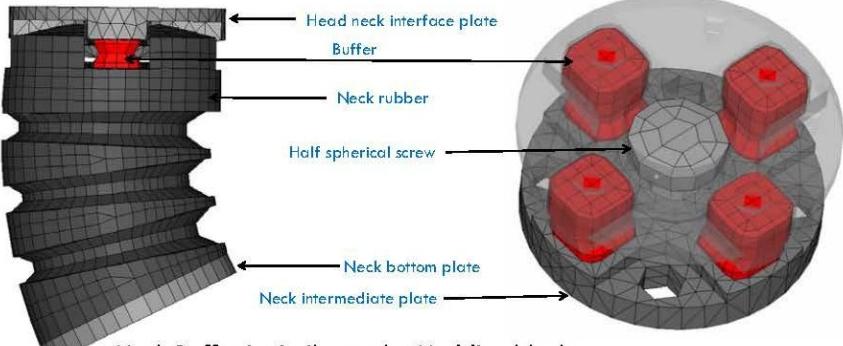


Results - Extension

Nodding Block v7.0 Joint Stiffness Curve v6.1



WIAMan Application – Neck Model



Conclusions

- Modeling the physical geometry of the nodding block is a better representative of the hardware
- Results are better, captures the moment peak and the D - Plane rotation
- Force signals are smoother, but further investigation has to be done in the future to improve the correlation
- Based on our experience, a similar pre simulation approach will be followed in the WIAMan neck model for the neck buffer

Thank You

Questions?

Numerical Approach for Modeling Joint Stops in Anthropomorphic Test Devices(ATDs)

Humanetics Innovative Solutions Inc.

Renuka Jagadish

Hyunsok Pang

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US ARMY RDECOM U.S. Army Research, Development and Engineering Command

Effect of Loading Rate and Orientation on the Compressive Response of Human Cortical Bone

ARL

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B. Sanborn, C.A. Gunnarsson, M. Foster, P. Moy, T. Weerasooriya

Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading

January 2013

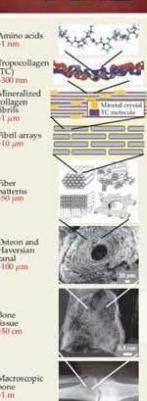
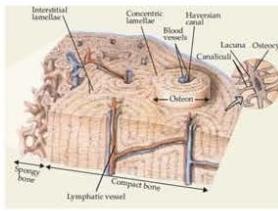
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Structure of Bone

ARL

- Bone is organized on multiple length scales
- Smallest elements are collagen fibrils and hydroxyapatite crystals
- Long bones have Haversian structure with osteons that run along the vertical axis of the bone
- Osteon structure leads to anisotropy



R.O. Ritchie, M.J. Buehler, P. Hansma, Plasticity and Toughness in Bone. Physics Today June 2009

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Initial Studies on Human Bone ARL

- Studies of rate dependence conducted in 1966 on embalmed human bone
- Embalming affects stiffness and strength
 - Embalming degrades collagen fibers in the bone microstructure
- Formalin concentration level and length of time of embalming process affect mechanical properties
- Despite embalming, the bone was rate dependent

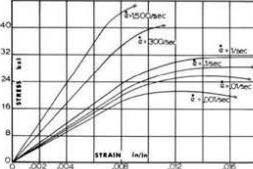


FIG. 5. Stress-strain curves for human bone.

FIG. 1. Miniature bone specimen, strain gage, and load cell.

J.H McElligott. Dynamic response of bone and muscle tissue. J Appl Physiol 31: 1231. TECHNOLGY DRIVEN. WARFIGHTER FOCUSED. PUBLIC RELEASE-DISTRIBUTION UNLIMITED

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Animal Studies - Bovine ARL

- Kolsky bar technique applied to bone as early as 1970 in dynamic compression [1]
- Expanded to compression, tension, torsion, and compression/torsion later (1975) [2]
- Bovine bone studied again in 2006 (along with fracture properties) [3] [4] [5]
- All studies show that the failure strength increases with increasing strain rate

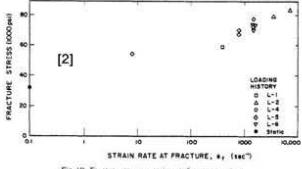
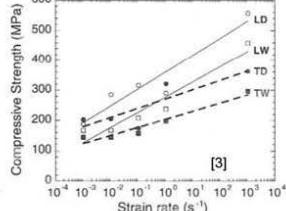


Fig. 10. Fracture stress vs strain rate for compression.

[2]



[3]

[1] Tengvall, R.C., Ewart, R. Application of the Kolsky-Hopkinson bar to determine the dynamic response of bone. Proc. Art. Crit. Med. and Bio. Eng. Conf. Sept 1970

[2] Lewis, J.L., Gokhale, W. The dynamic fracture and prefailure response of compact bone by SHPB. 1975. J. Biomechanics 8:27-40

[3] R. R. Adhikarapu, F. Jiang, K.S. Vecchio. Dynamic fracture of bovine bone. 2006. Materials Science and Engineering C 26: 1325-1332

[4] Ferreira, M.A. Vaz. A simulation of mechanical properties of bovine cortical bone at high strain rate. Materials Characterization, 57, 71-79

[5] O.S. Lee, J.S. Park. Dynamic deformation of bovine femur using SHPB. 2011. Journal of Mechanical Science and Technology 25(4): 521-525

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US ARMY RDECOM PUBLIC RELEASE-DISTRIBUTION UNLIMITED **Animal Studies - Equine** **ARL**

- Equine results at high rate are similar to bovine results
- Anisotropic
- Increase in strength and stiffness with increasing strain rate
- Magnitude of strength found in animal studies is higher than other preliminary human results (even embalmed human specimens)
- Studies that use SHPB bar signals to determine failure strain are inaccurate

Figure showing stress-strain curves for equine bone under longitudinal and transverse loading. Graph (a) shows longitudinal loading with a peak stress of approximately 550 MPa at 2.5% strain for the 10³ s⁻¹ rate. Graph (b) shows transverse loading with a peak stress of approximately 350 MPa at 2.5% strain for the 10³ s⁻¹ rate. A dashed red line indicates the lower performance at 10² s⁻¹.

R. M. Kulin, F. Jiang, K.S. Vecchio. Effects of age and loading rate on equine bone failure. 2011. Journal of the Mechanical Behavior of Biomedical Materials. 4: 57-70.

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US ARMY RDECOM Experimental Setup **ARL**

- Quasi-static and intermediate rate experiments: Hydraulic Load frame (Instron)
- High rate experiments: split Hopkinson pressure bar (SHPB)
- Standard compression setup
- High-speed camera at 1M frames per second to measure surface strains using DIC

The diagram illustrates the SHPB setup. A high-speed camera captures the impact of a striker on a solid aluminum incident bar. The incident bar is supported by a pulse shaper and a resistor strain gage. The bar impacts a bone specimen held by a hollow aluminum transmission bar. A semiconductor strain gage is attached to the transmission bar. A flash is used to illuminate the impact area. Labels include: Striker, Pulse Shaper, Solid Al Incident Bar, Resistor Strain Gage, Bone Specimen, Hollow Al Transmission Bar, Semiconductor Strain Gage, Flash, and High Speed Camera.

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RDECOM Materials ARL

- Cortical bone samples extracted from three male cadavers along femur diaphysis
- Ages 36, 43, 50
- Extracted from medial, lateral, anterior, and posterior sides
- Cubes of bone were nominally $3 \times 3.25 \times 4 mm$
- Specimens were oriented transverse and longitudinal to the axis of the bone
- Total of 71 experiments conducted

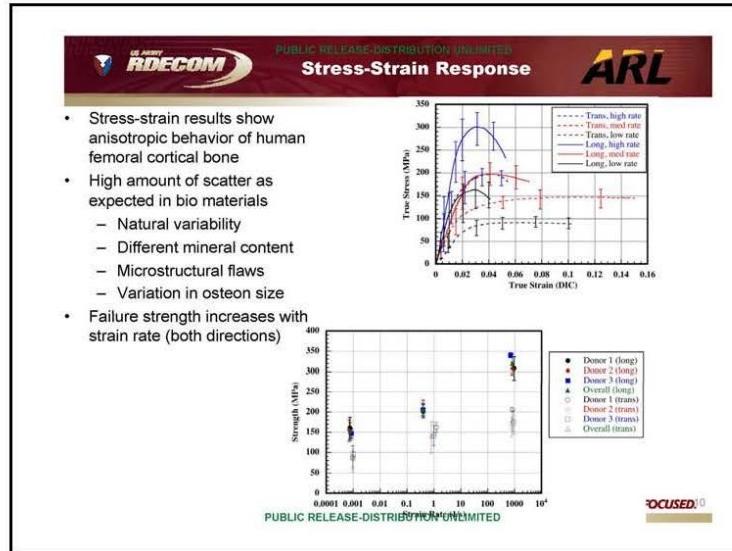
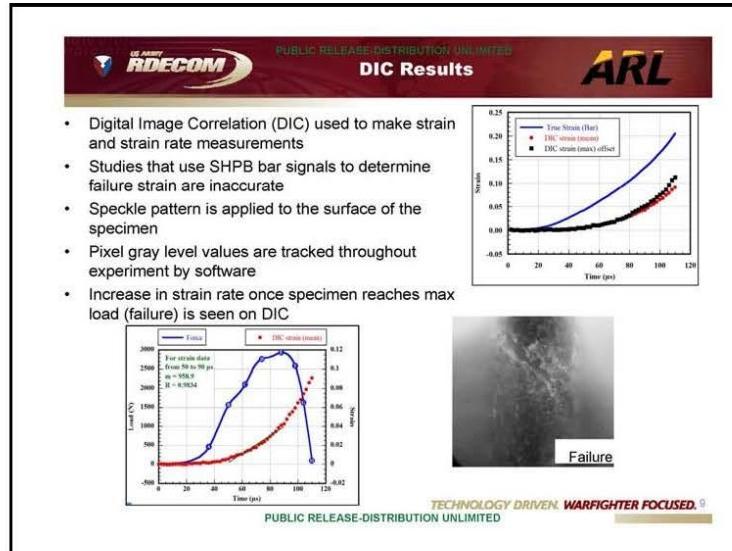
	Transverse Direction	Longitudinal Direction
Quasi-static Rate ($\sim 0.001/\text{s}$)	12	12
Intermediate Rate ($\sim 1/\text{s}$)	11	11
High Rate ($\sim 1000/\text{s}$)	14	11

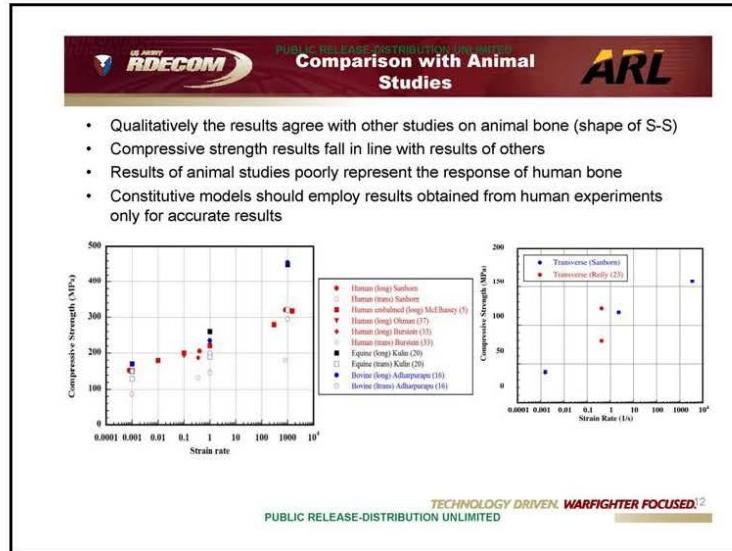
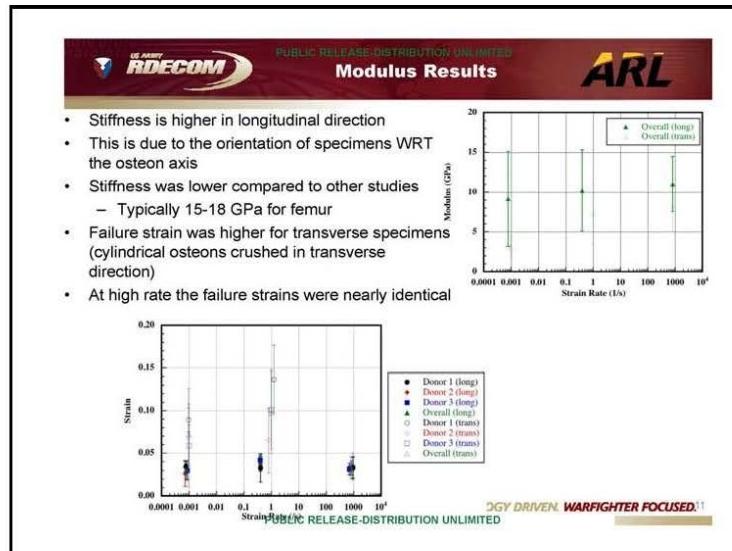
[1] Dorland's Illustrated Medical Dictionary, 29th ed. 2000. Saunders. St. Louis Mo.

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RDECOM Experimental Results ARL

- Triangular shaped incident pulse – used for more brittle materials
- Specimen in dynamic equilibrium
- Attained constant strain rate
- After specimen begins to fail, around 90 us, the strain rate increases





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Comparison to Tibia

ARL

- Longitudinal compression results fall in the same range as other studies
- Strength and stiffness obtained from femur should not be used as typical values for cortical bone found in other areas of the body
- For instance, the stiffness of the tibia can be twice that of femur
- Statistically significant regional variations in stiffness have been found in human femur – different levels of anisotropy were found along femur shaft – high anisotropy at ends

A.A. Espinoza Orals, J.M. Deveering, M.D. Landigan, J.E. Renier, R.X. Roselli. Anisotropic behavior of the elastic properties of cortical bone tissue in human femur. 2009. Journal of the Biomechanics. PUBLIC RELEASE-DISTRIBUTION UNLIMITED

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Summary

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- Human femoral cortical bone samples from longitudinal and transverse directions
- Compressive failure strength as a function of strain rate was studied up to high rates
- Utilized DIC methods for strain measurements, achieved constant strain rate and dynamic equilibrium – not evident in other SHPB bone work
- The bone was shown to be anisotropic in the two directions
- Failure strengths in the two directions compared well with other studies
- Young's modulus was lower than other studies on human femur
- Recorded failure strengths lower than comparable animal studies
- Strengths and stiffness found from femur results should not be applied to other bones in the body for numerical modeling purposes. Regional variations in stiffness within a given bone exist

TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.¹⁴

PUBLIC RELEASE-DISTRIBUTION UNLIMITED

Experimental and Finite Element Analysis of Brain Tissue under High Strain Rates

Lakesha N. Williams, PhD, Mark F. Horstemeyer, PhD,
Jun Liao, PhD, and Rajkumar Prabhu, PhD

Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading
January 7-9, 2014

Prabhu, R., Horstemeyer, M., Marin, E., Bouvier, J.-L., Turner, M., Sherburn, J., Liao, J., Williams, L. N.,
"Coupled Experiment / Finite Element Analysis on the Mechanical Response of Porcine Brain under High Strain Rates,"
Journal of Mechanical Behavior of Biological Materials, 4(7), 2011, 1067-1089 doi:10.1016/j.jmbm.2011.03.015, 2011



Motivation: Curious Case of John Grimsley*

Normal Healthy Brain

John Grimsley's Brain

Boxer's Brain with Dementia

Brain Sagittal Section

Tau Protein

Signs of trouble. Concentrations of tau protein (dark brown regions) are absent in the brain of a nonathlete who died at age 65 (top) but present in the brains of NFL player John Grimsley (middle) and a professional boxer (bottom).

Histology of John Grimsley's brain (middle). Brain sagittal section in the top (left) is healthy, while Grimsley's (left middle) and a professional boxer's sagittal section (left bottom) show presence of high concentrations of tau protein

*Miller, G., (2009). "A late hit for Pro Football Player, Science, August 7, 325, pp. 670-672



Motivation: Owen Thomas

Owen Thomas, a junior at the University of Pennsylvania, had symptoms of chronic traumatic encephalopathy.

*<http://www.cnn.com/2010/HEALTH/09/14/thomas.football.brain/index.html?ptn=C2>

MISSISSIPPI STATE UNIVERSITY **JAMES WORTH BAGLEY COLLEGE OF ENGINEERING** **CAVS** **CENTER FOR ADVANCED VEHICULAR SYSTEMS**

Objective

- Understand the mechanical behavior of the porcine brain under high strain rate loading conditions.
- Analyze the stress state using FEA with a specific material model (MSU TP Ver.1) that captures the physics of tissue deformation, under high strain rate loading conditions.

MISSISSIPPI STATE UNIVERSITY **JAMES WORTH BAGLEY COLLEGE OF ENGINEERING** **CAVS** **CENTER FOR ADVANCED VEHICULAR SYSTEMS**

Experimental Background

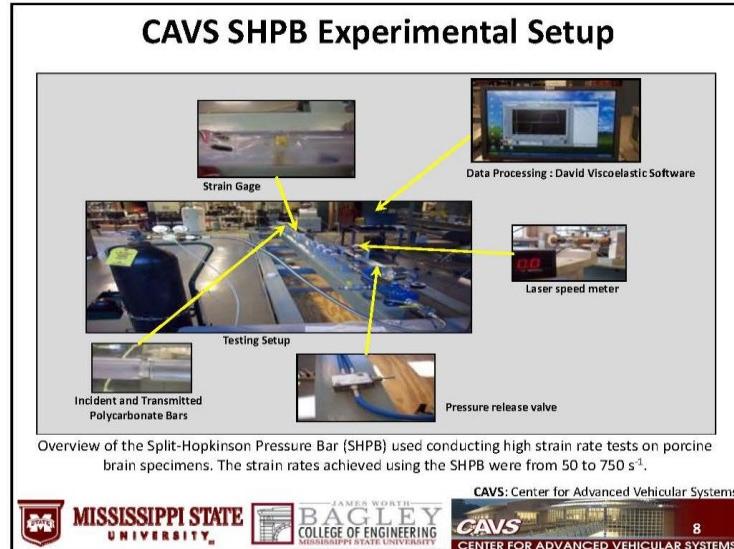
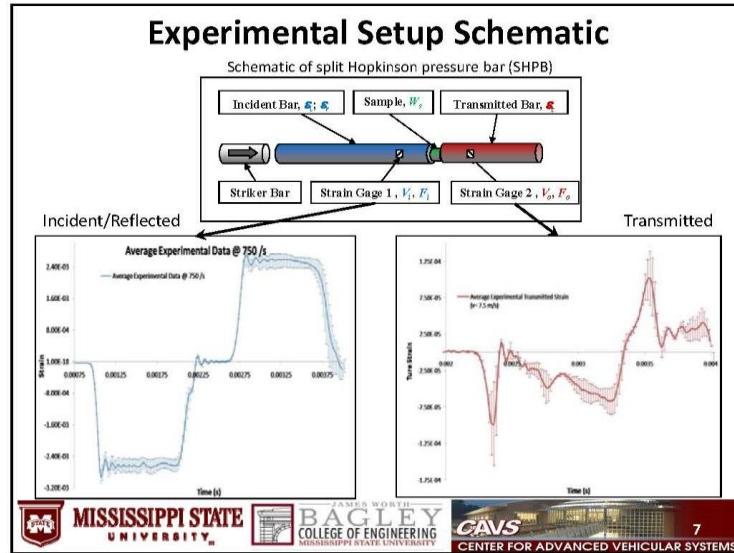
- **Hopkinson, (1914):**
 - First to conduct high rate compression tests.
 - Hopkinson studied the impact at various rates (213.36, 377.95 and 609.6 m/s) to quantify the pressure experienced by specimens.
- **Kolsky, (1949):**
 - Implemented the split-Hopkinson pressure bar technique.
 - Polythene, rubber, polymethyl-methacrylate, copper and lead were studied to analyze dynamic properties in the range $100 - 10,000 \text{ s}^{-1}$.
- **Fallenstein et al., (1969):**
 - Performed a series of dynamic shear tests ($9-10 \text{ s}^{-1}$) on the human brain.
- **Donnelly and Medige, (1997):**
 - Conducted the most extensive shear tests on the human brain (125 samples), in the range $0.1-80 \text{ s}^{-1}$.
- **Gary et al., (1995); Zhao et al., (1996, 1997):**
 - Implemented polycarbonate bars for high strain rate testing.
 - Used viscoelastic dispersion for the stress waves.

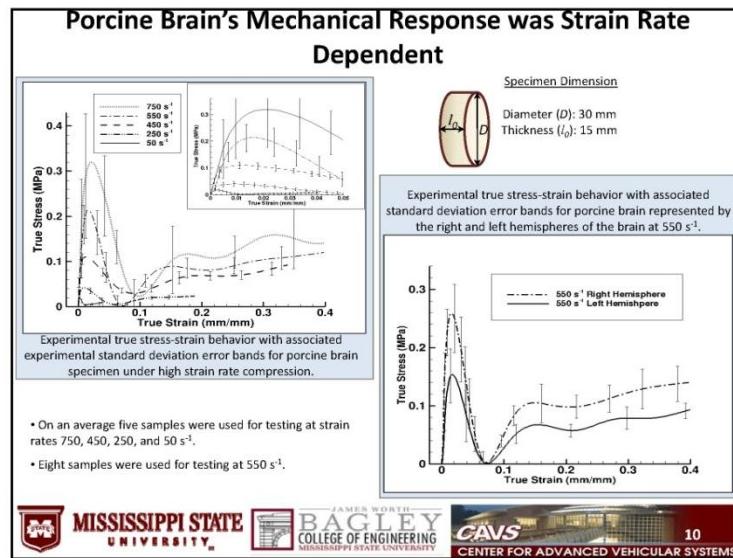
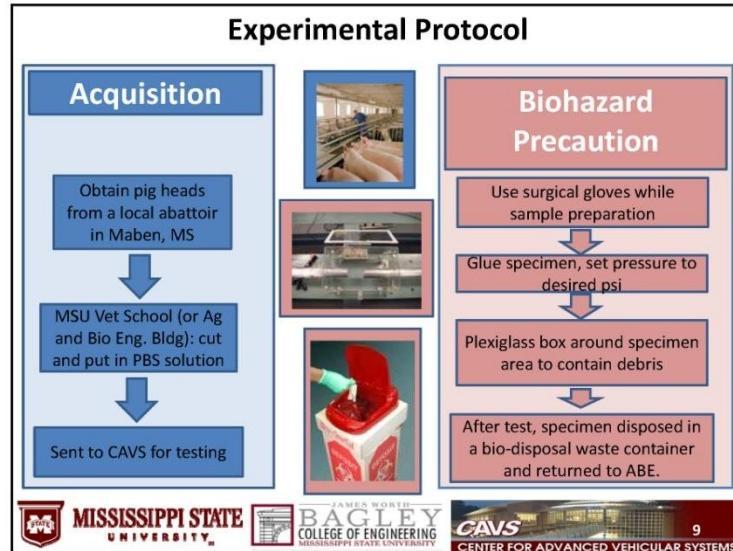


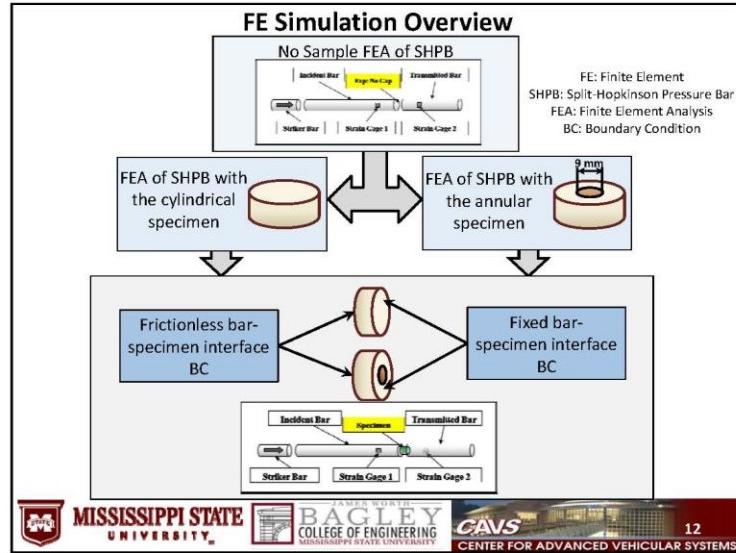
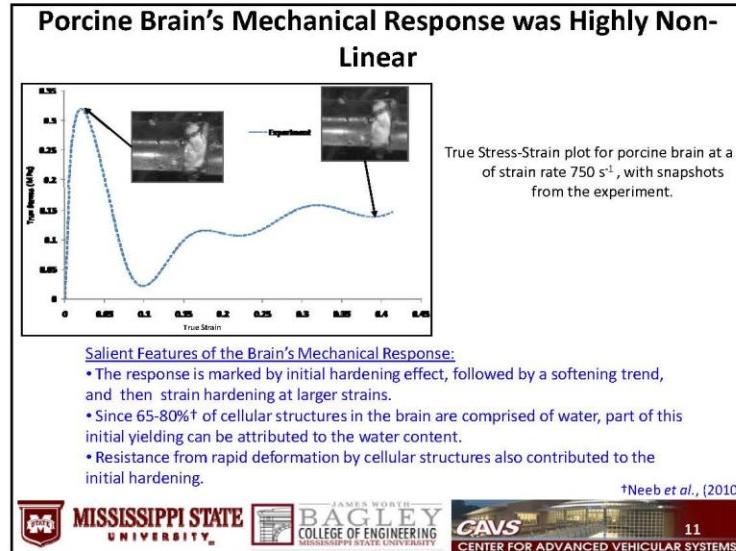
Experimental Background

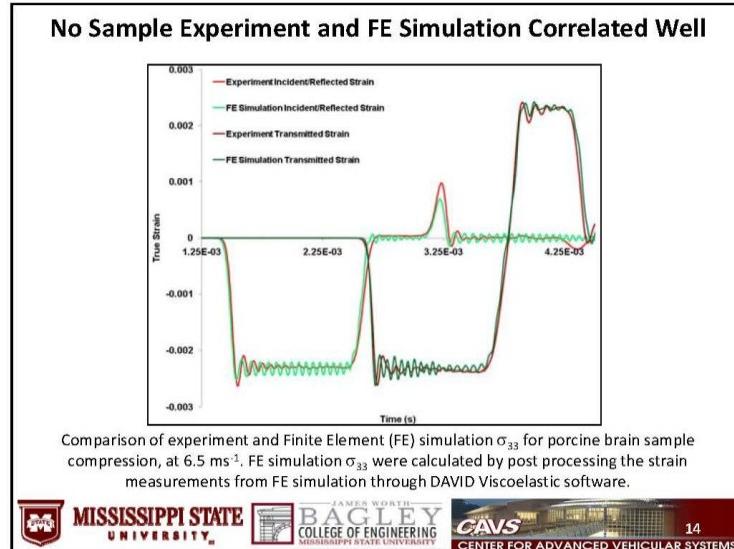
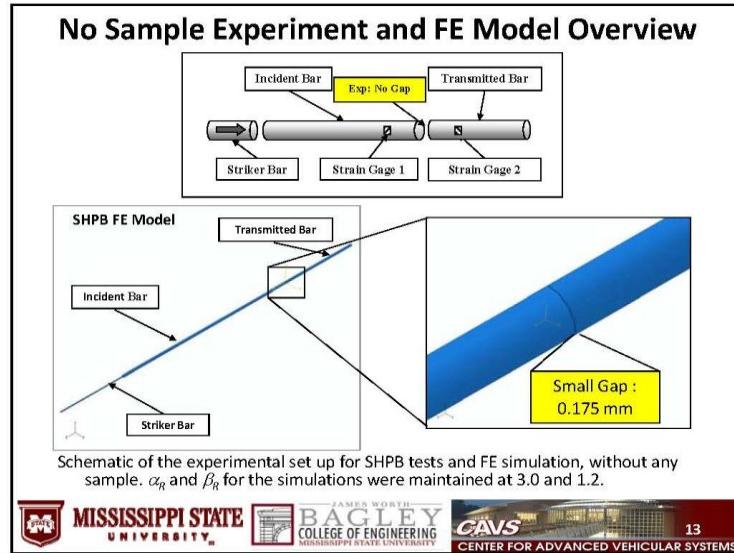
- **Bain and Meaney, (2000); Geddes et al., (2001); Pfister et al., (2003); Bayly et al., (2006):**
 - Conducted in-vivo studies on rat brain specimens and in-vitro studies on brain cell culture.
 - Traumatic Brain Injury (TBI) on at strains > 0.2 , and strain rates $> 40 \text{ s}^{-1}$.
- **Gray and Blumenthal (2001):**
 - Specimen aspect ratio (L/D) for soft materials < 0.5 .
- **Prange and Margulies, (2002); Nicole et al., (2004):**
 - Noted that there was no significant difference existed between the compressive mechanical properties of the human and porcine brain tissue.
- **Tamura et al., (2007):**
 - Conducted compression tests in the range $1-50 \text{ s}^{-1}$. Also showed that orientation and location effects were negligible.
- **Song et al., (2007):**
 - Attributed the initial hardening trend of the mechanical response of soft biological materials to inertial effects, and asserted that the usage of annular specimens (donut specimens) negates the inertial effects.
- **Pervin and Chen (2009):**
 - Conducted compression tests on the bovine brain in the range $1000-3000 \text{ s}^{-1}$.

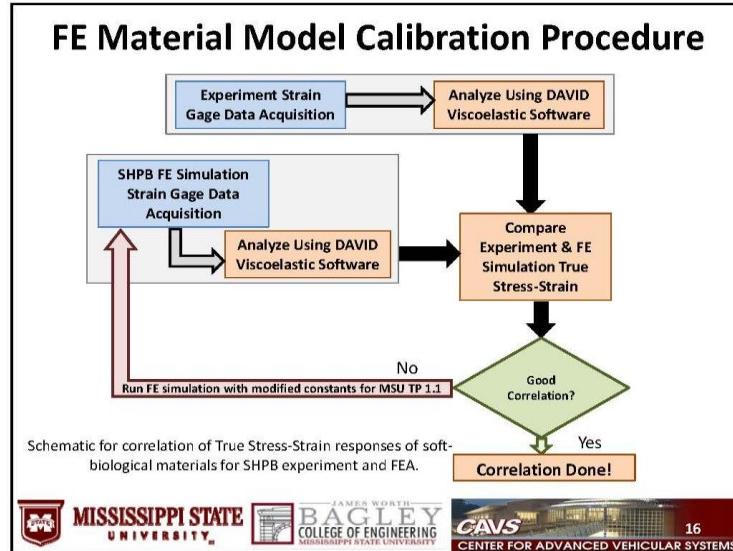
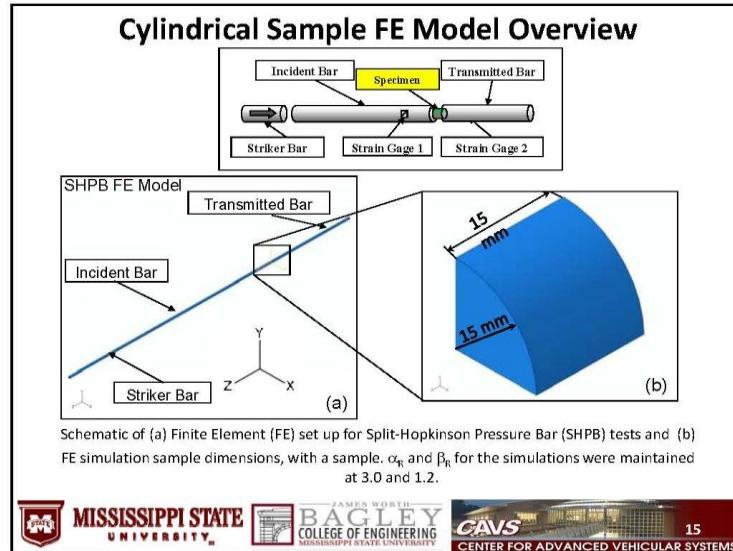


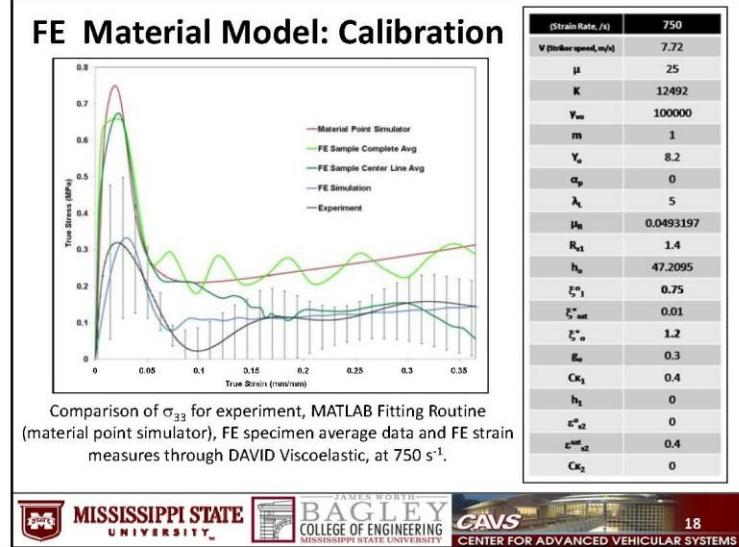
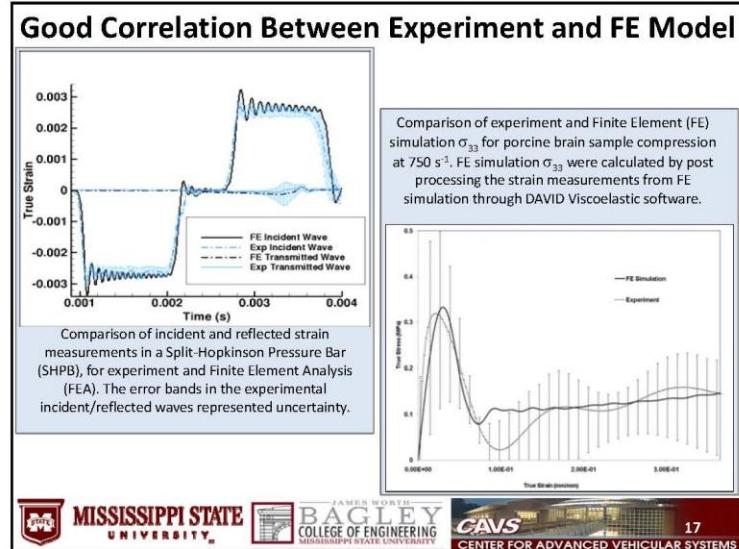




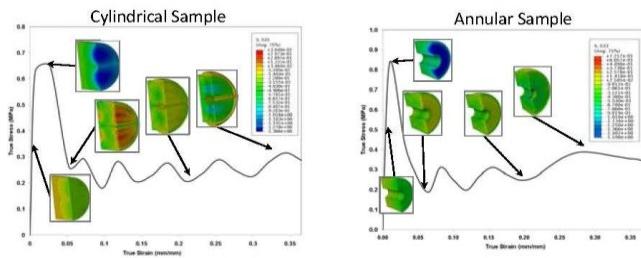








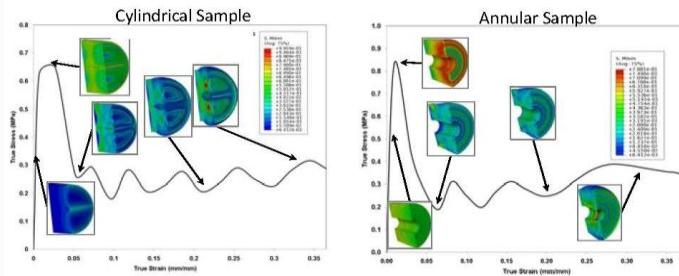
FE Simulation σ_{33} Showed Non-Uniform Stress State



Contour plots of the loading direction stress (σ_{33}) at different stages of the true stress-stress curve at a compressive strain rate of 750 s^{-1} . Compressive σ_{33} in the plot ordinate is treated as positive, while the contour level compressive σ_{33} are negative.

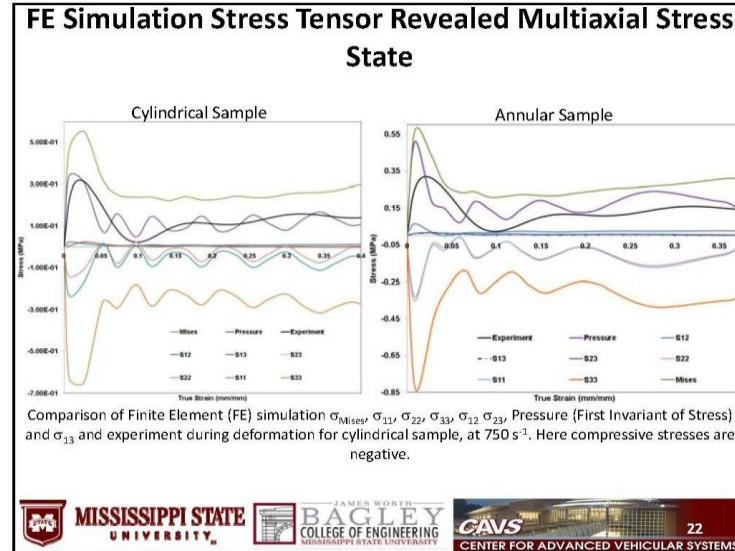
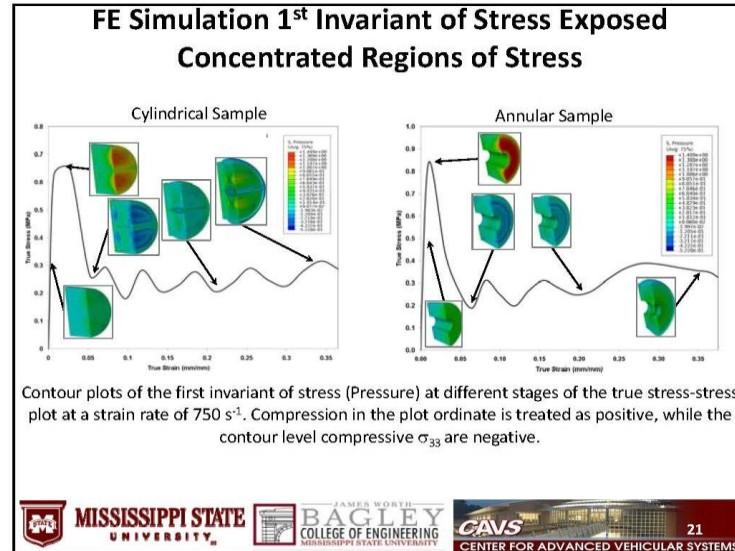


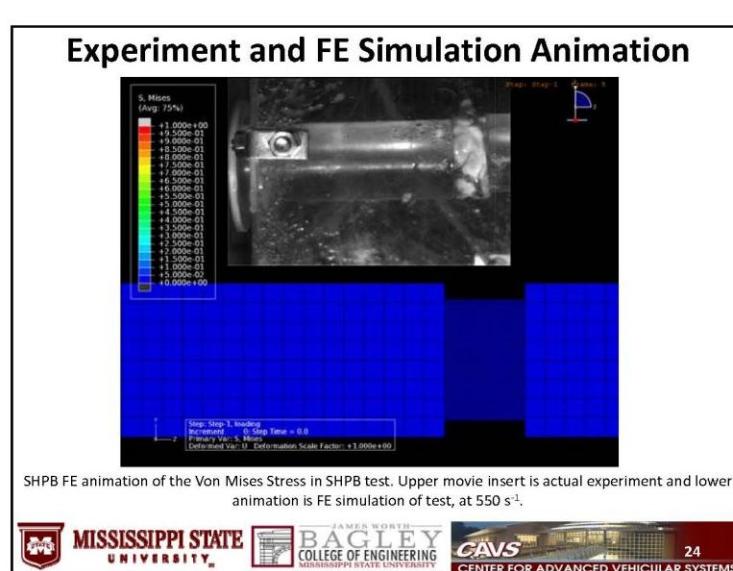
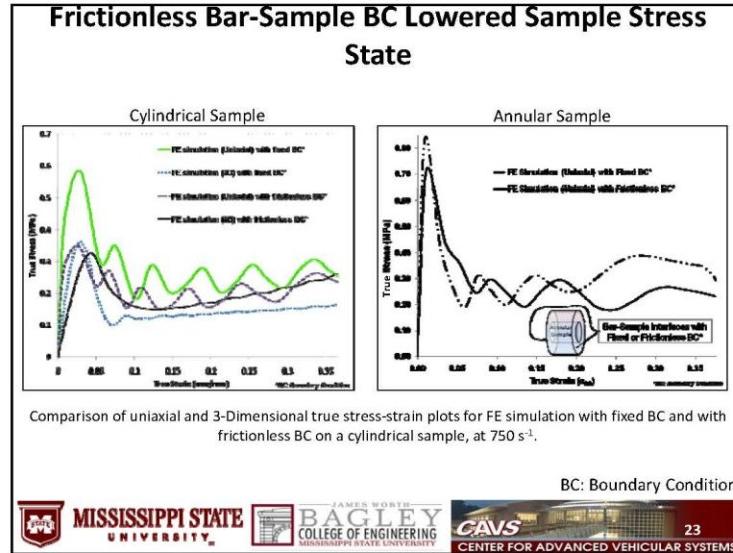
FE Simulation σ_{Mises} Revealed Multiaxial Stress State



Contour plots of σ_{Mises} at different stages of the true stress-stress plot at a strain rate of 750 s^{-1} . Compressive σ_{33} in the plot ordinate is treated as positive.







Conclusions

- High strain tests conducted using a SHPB apparatus show that the porcine brain is strain rate dependent. The material response is marked by an initial (hardening) effect, followed by a softening trend and then strain hardening at larger strains.
- Simulations of SHPB test show that axial stress, σ_{33} , is primarily concentrated in the central region of the specimen during the initial (hardening) effect, thus uniaxial stress state is not maintained.
- Annular specimens also have the initial hardening trend; implying certain quantity of the initial hardening trend may be intrinsic to the material behavior. Additionally, a frictionless bar-sample boundary condition gives the correct uniaxial stress (σ_{33}).



Thank you for your attention

Questions?



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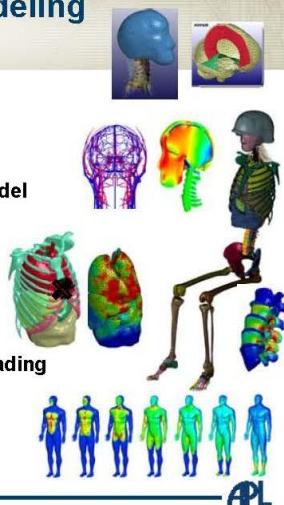
Hierarchical Development of Biomedically Validated Human Computational Models

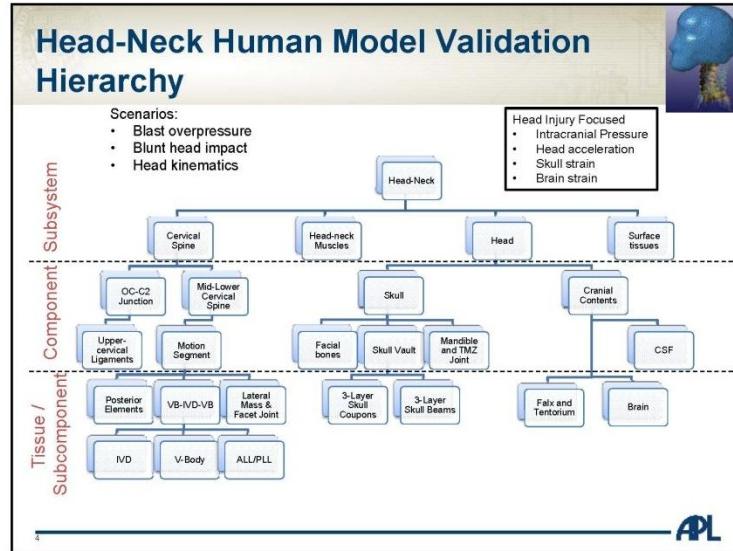
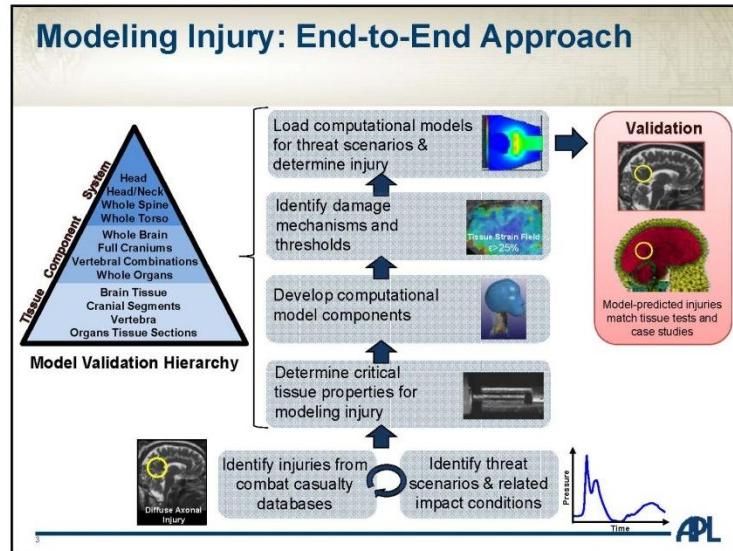
Robert Armiger, Alexis Wickwire, Kyle Ott, Alex
Iwaskiw, Tim Harrigan, Liming Voo, JiangYue Zhang,
Catherine Carneal, Jack Roberts, Andrew Merkle

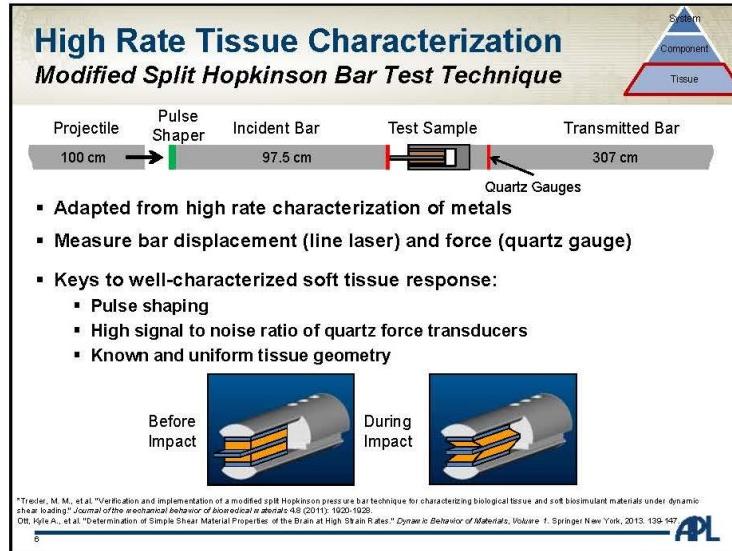
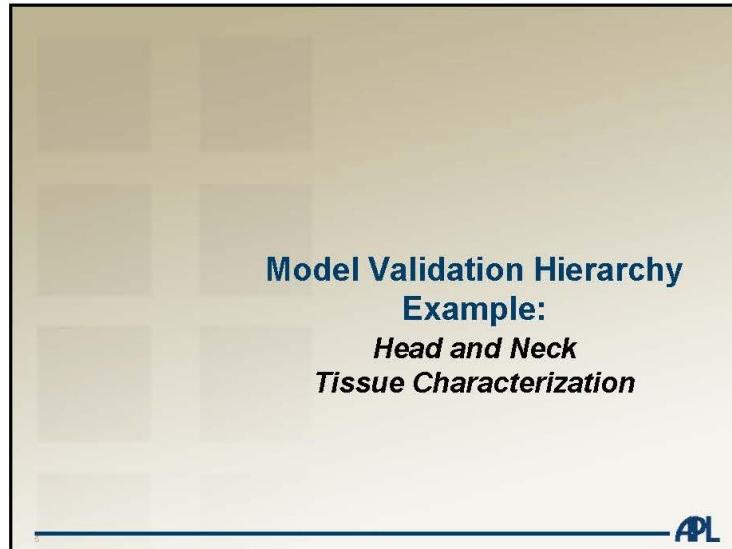


Human Computational Modeling

- APL is developing human models for understanding blast, ballistic, and accelerative loading environments
- Focused on end-to-end approach for model development and hierarchical validation
- Collaborative investigations:
 - ATD Modeling
 - Vasculature Modeling
 - Parametric Probabilistic Approaches
- Validate and apply models in relevant loading environments







Brain mSHPB Shear Testing

Developed Protocol for never frozen (fresh), unfixed human brain tissue:

Specimen ID	Cause of Death	Age	Race	Sex	PMI (hrs)	Brain Region	# of Samples
HB01	Myocardial Infarction	37	Caucasian	Male	34	Anterior Cerebral Cortex	29
HB02	Cardiac arrhythmia associated with Cardiomegaly	45	African American	Male	25	Parietal Cerebral Cortex	31
HB03	Carbon monoxide poisoning	59	Caucasian	Male	25	Posterior Cerebral Cortex	19
HB04	Pulmonary Embolism	29	African American	Male	24	Cerebellum	15

APL

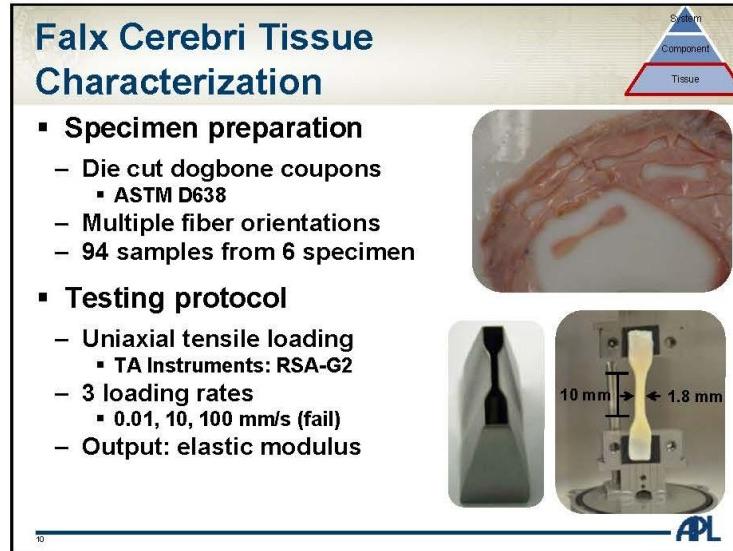
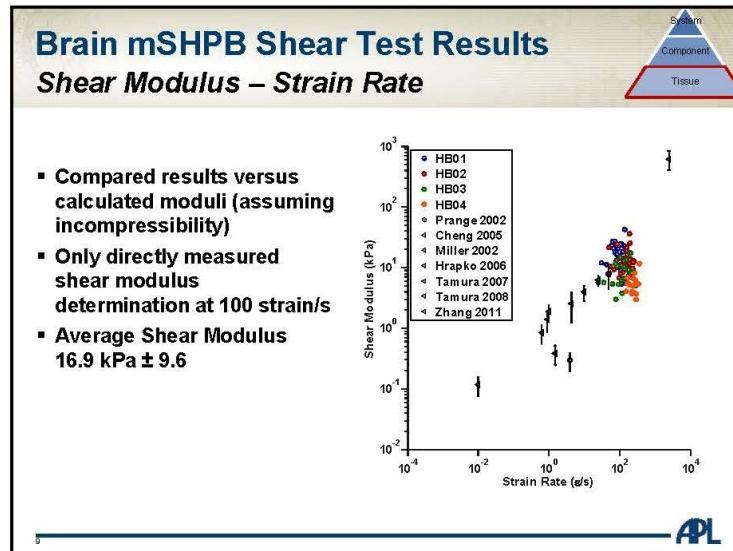
Fresh Human Brain Shear Sample Specimen Preparation Procedure

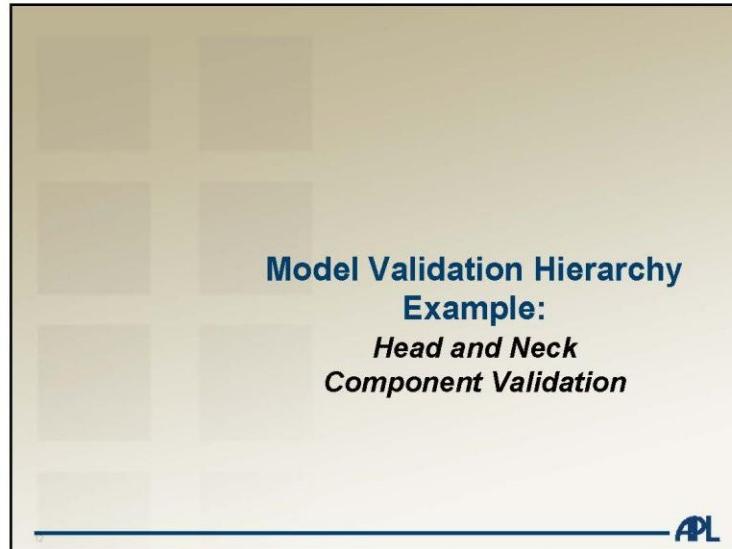
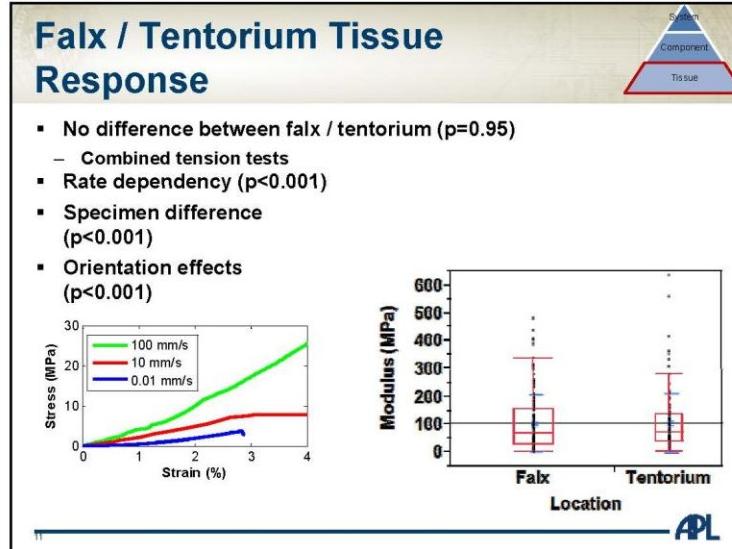
Specimen Preparation Procedure

Prep Slice Fixture Insert Specimen Cover Sample in Agarose Insert Blades

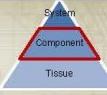
Remove Slices Punch Samples Mount to Fixture

APL



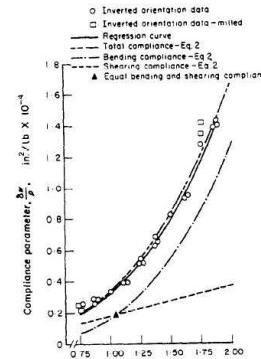


Component Level: Skull Table Bending



Prior literature skull bending characterization (Hubbard 1971)

- 3-Point Bending with Cylinder Contact
- Loaded span 0.75 to 2.0 inch in 0.25 inch increments
- Varied FEM skull thickness and element composition
- **Output**
- Skull Compliance Parameter



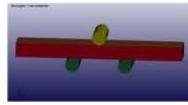
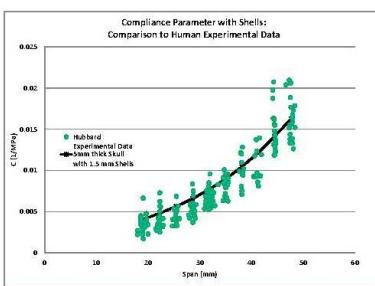
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Component Using Average Experimental Dimensions



Solid element dipole, shell elements for outer/inner tables

- Overall Thickness 6.5 mm (including shell thickness)
- Table thickness 1.5 mm, E=11.9 GPa, v=0.3
- Dipole E=700 MPa, v=0

14 

Component Level – Falx Cerebri

In-Situ Indentation Tests



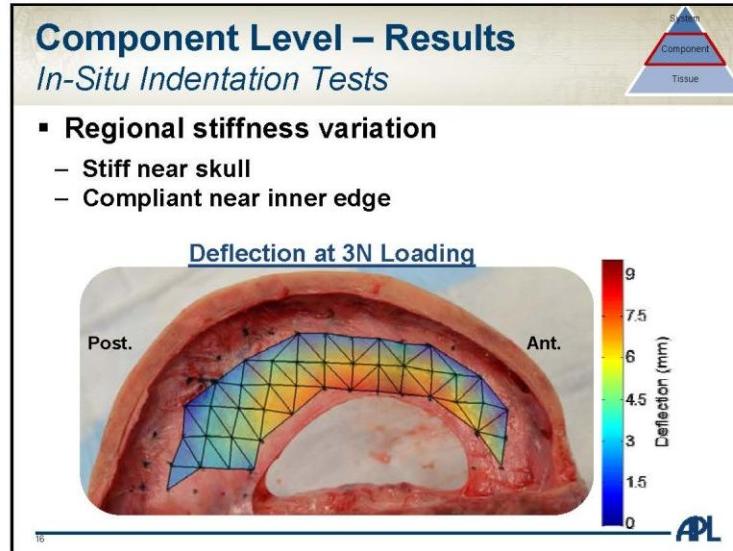
Specimen preparation

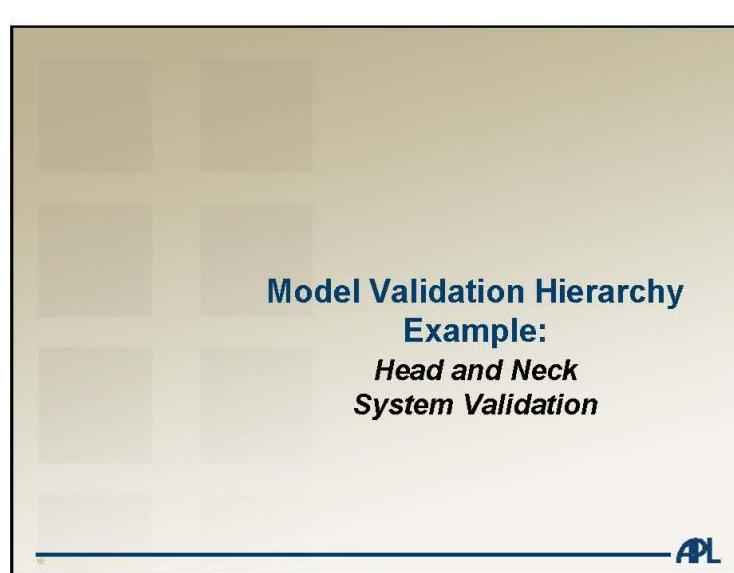
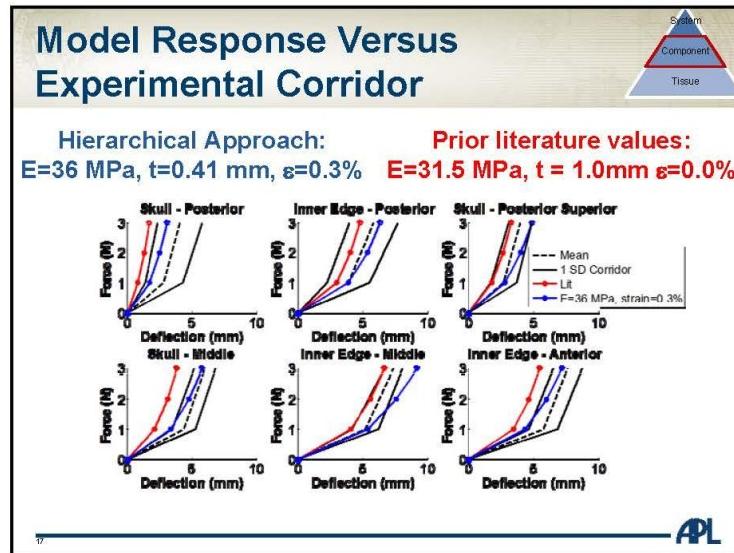
- Maintained attachment to skull
- Mark 1x1 cm grid onto falx
 - Digitize point location
- 4 specimen (23-46 points)

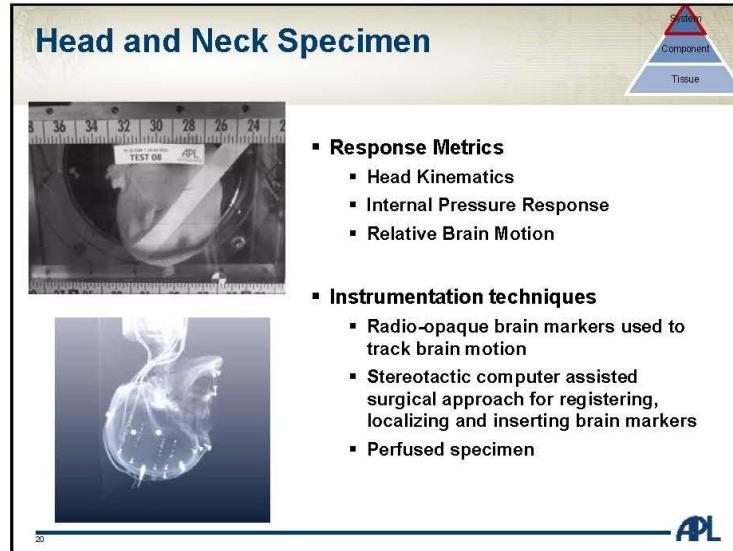
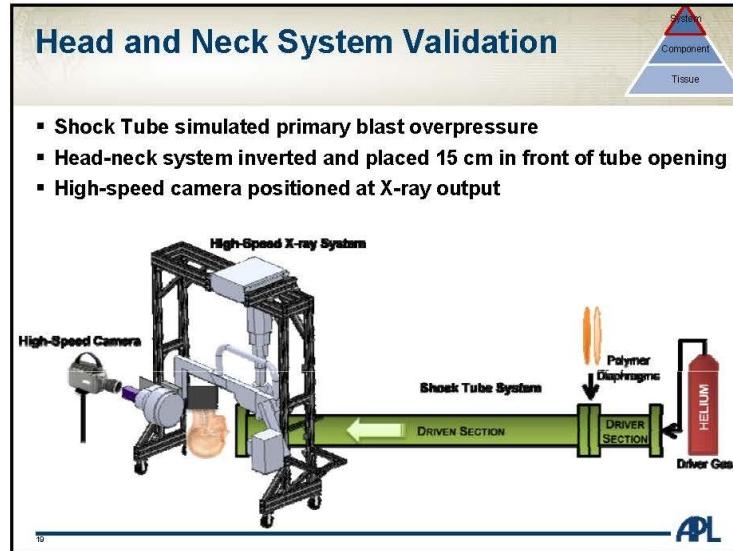
Testing protocol

- Fixed skull within Instron (8821S)
 - 2527 Series Dynacell
- Load control 0-3 N
 - Sub failure loads

15 APL



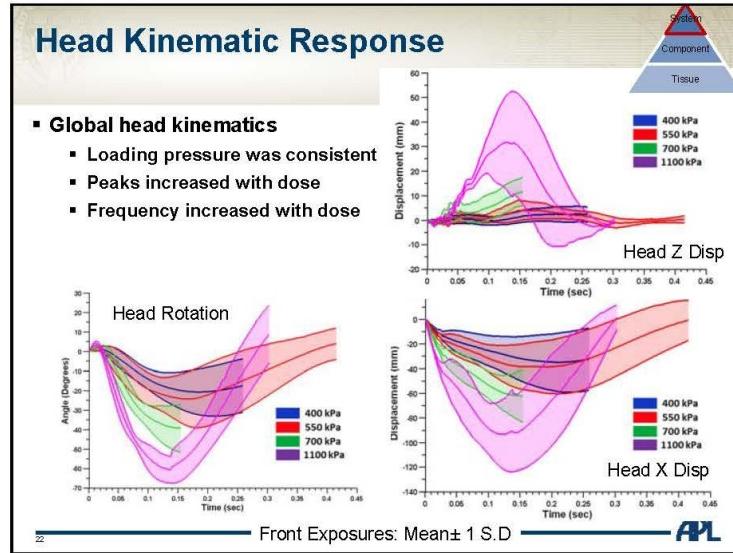


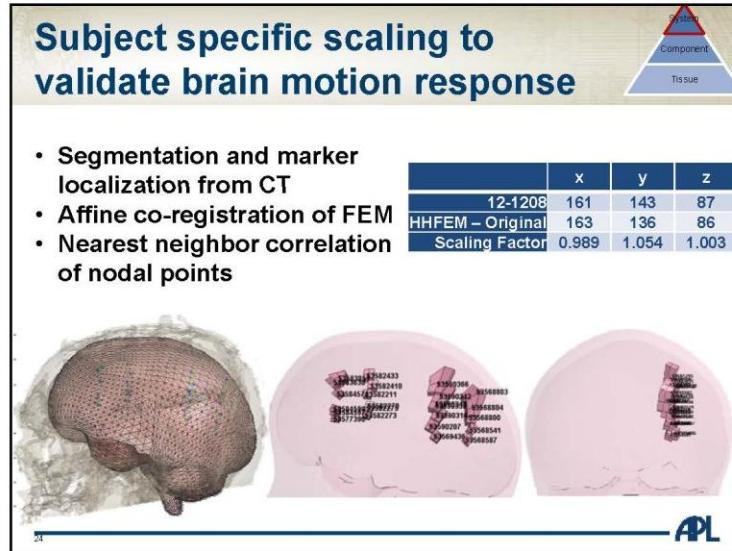
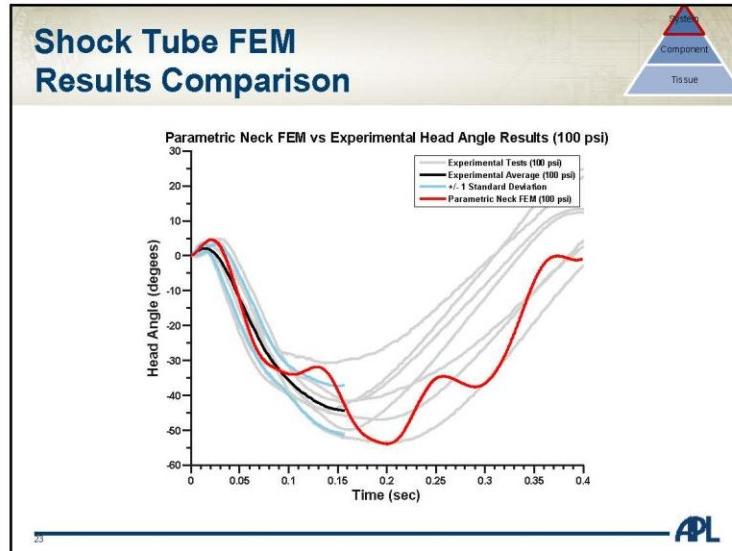


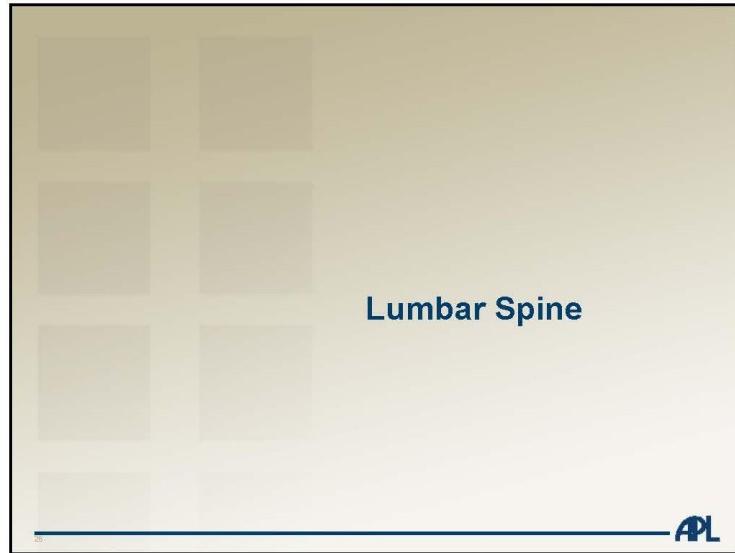
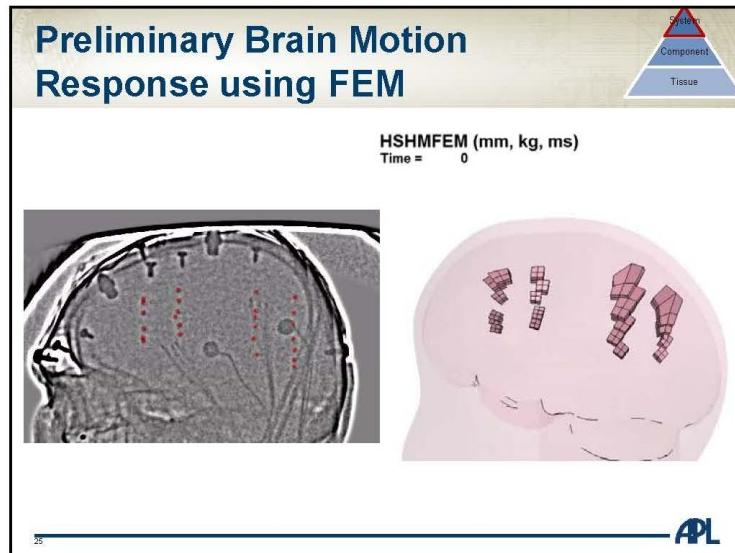
Brain displacement tracking

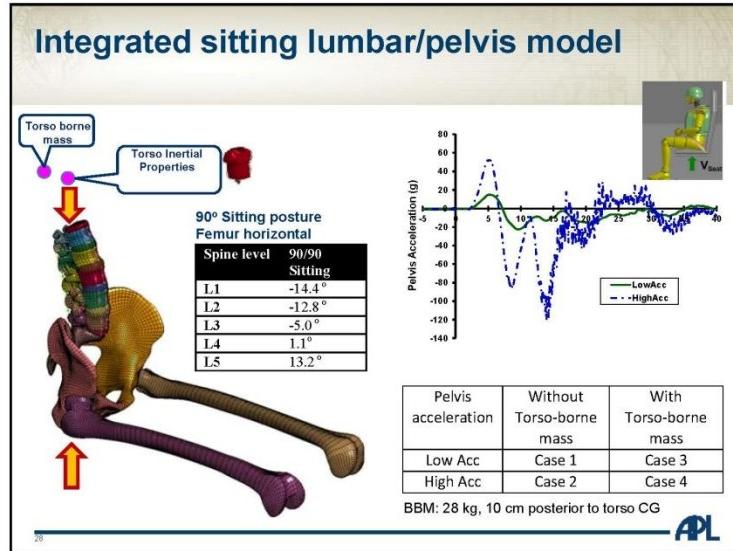
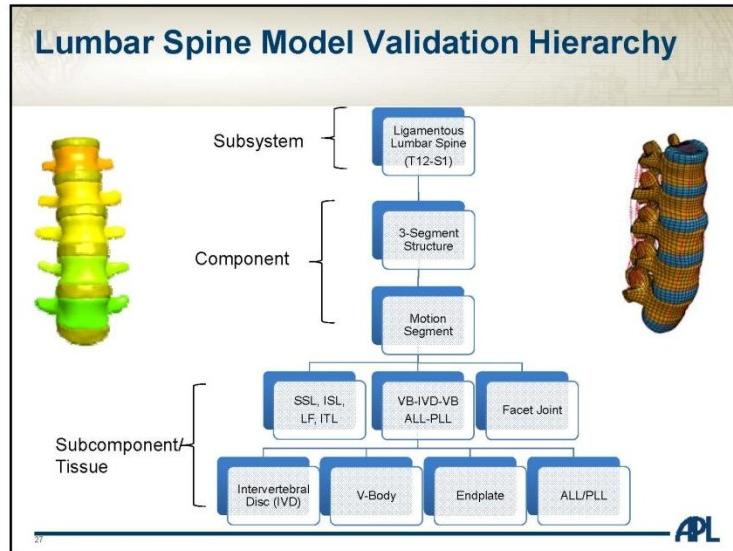
- High speed X-ray images dewarped using calibration phantom
- Skull reference frame established using image based co-registration
- Background removal filters applied to highlight marker locations
- Radial symmetry filter applied to segment and track brain markers

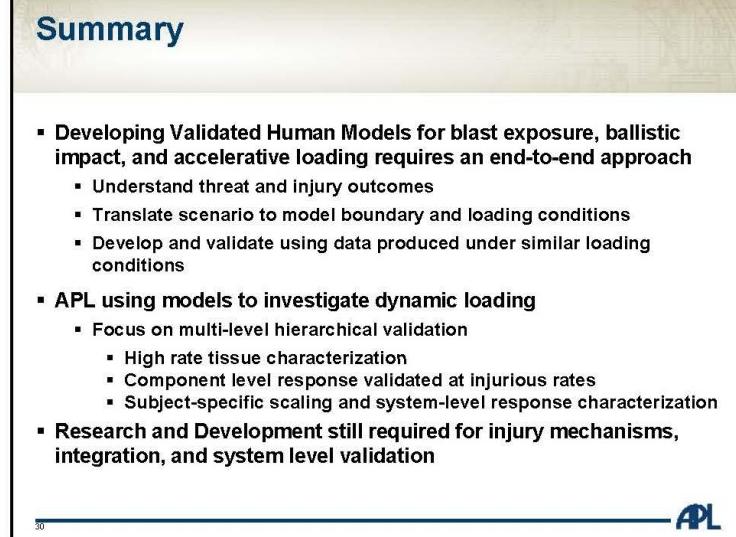
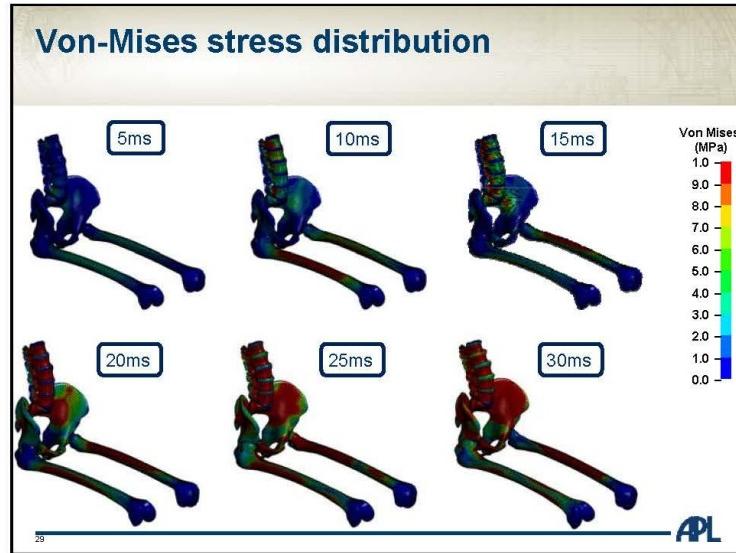
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Acknowledgements

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*Workshop on Numerical Analysis of Human and
Surrogate Response to Accelerative Loading
Aberdeen Proving Ground, MD
January 7-9, 2014*

Hierarchical Development of Biomedically Validated Human Computational Models

*Robert Armiger, Alexis Wickwire, Kyle Ott, Alex
Iwaskiw, Tim Harrigan, Liming Voo, JiangYue Zhang,
Catherine Carneal, Jack Roberts, Andrew Merkle*



The poster features the Imperial College London logo and the Royal British Legion Centre for Blast Injury Studies logo. The title 'Material properties of the human heel fat pad' is prominently displayed. Below the title, the authors listed are Grigoris Grigoriadis, Nic Newell, Spyros Masouros, and Anthony Bull. The text indicates they are from The Royal British Legion Centre for Blast Injury Studies, Department of Bioengineering, Imperial College London, UK. At the bottom, it specifies the event: 'Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading' held at Aberdeen Proving Ground on January 7-9, 2014. The date '1/7/2014' is also present at the bottom left.

The diagram shows three overlapping circles representing the pillars of the TRBL Centre for Blast Injury Studies. The top circle is labeled 'Clinical' and contains a bulleted list: 'Injury Profiles', 'Clinical Outcome', and 'Markers of poor prognosis'. The bottom-left circle is labeled 'Biophysics' and contains a bulleted list: 'Molecular, cellular and tissue response to blast'. The bottom-right circle is labeled 'Biomechanics' and contains a bulleted list: 'Physical simulations' and 'Computer models'. The Imperial College London logo and the Royal British Legion Centre for Blast Injury Studies logo are at the bottom. The date '1/7/2014' is at the bottom left.

The problem – vehicle occupant injury



Imperial College London
1/7/2014

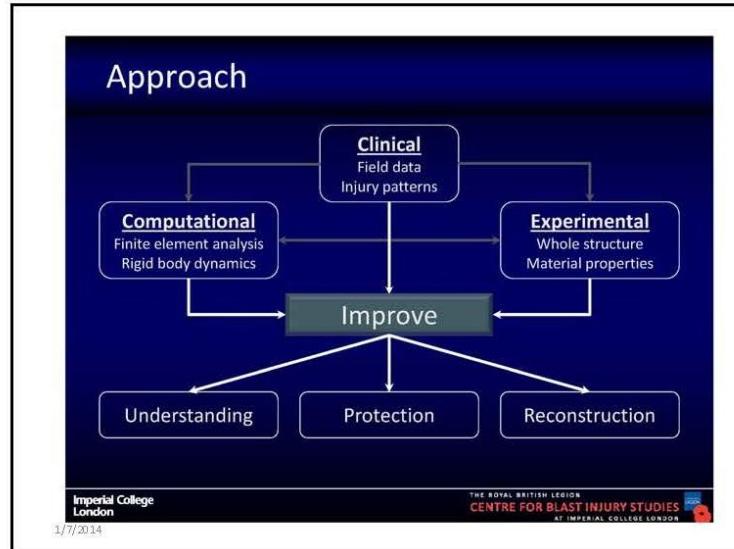
THE ROYAL BRITISH LEGION
CENTRE FOR BLAST INJURY STUDIES
AT IMPERIAL COLLEGE LONDON

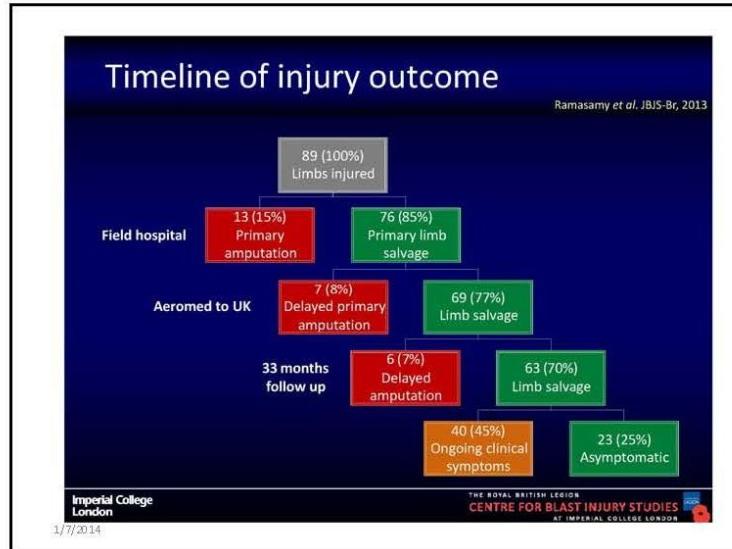
The solution – injury prediction

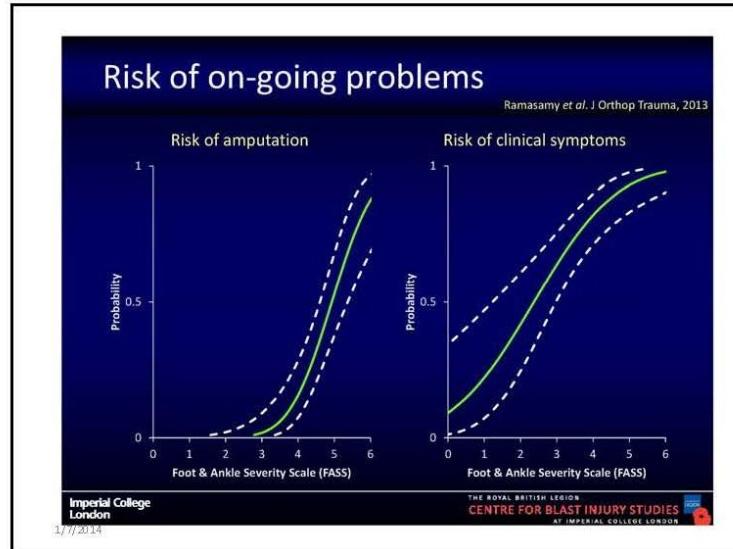
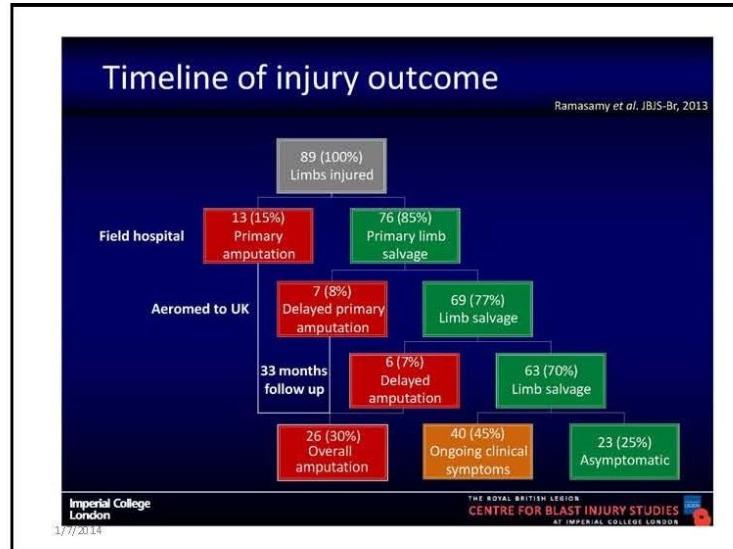
Prediction of injury risk for
every occupant
in every deployed vehicle

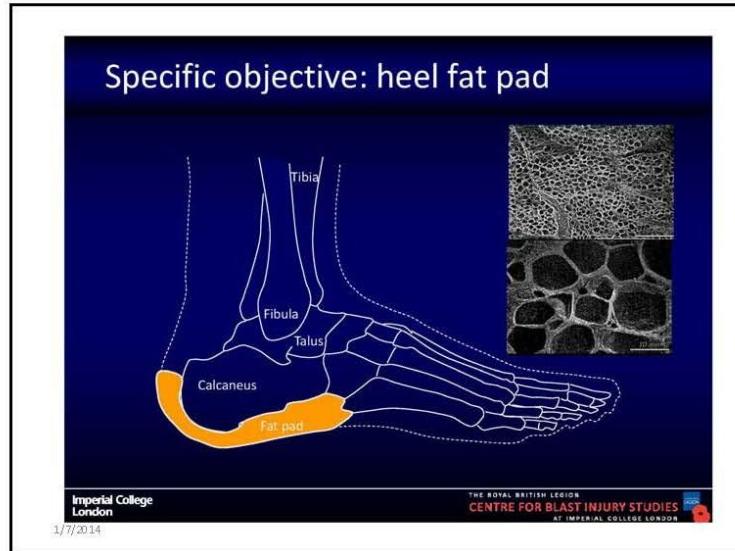
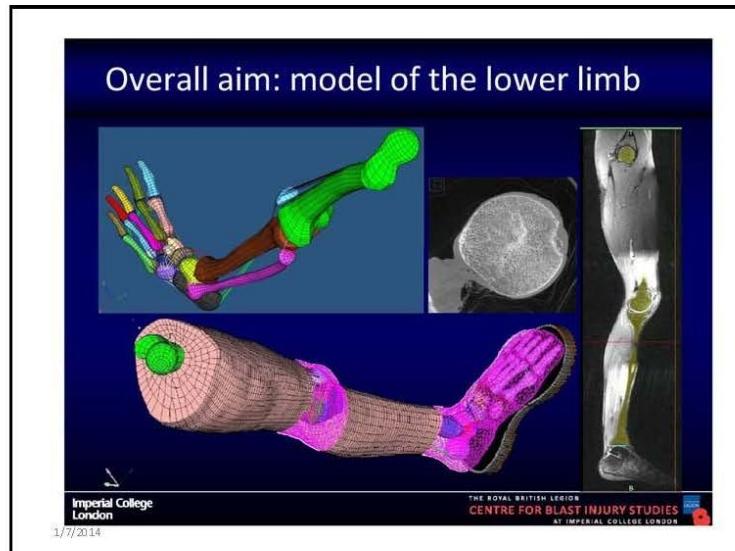
Imperial College London
1/7/2014

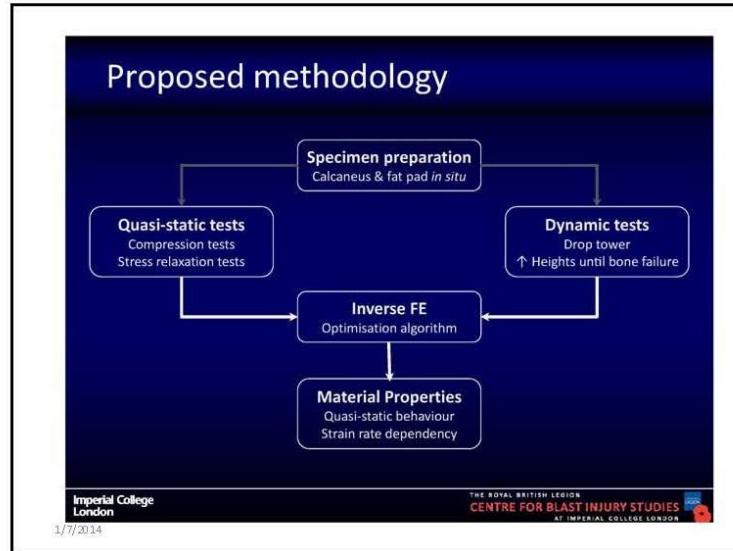
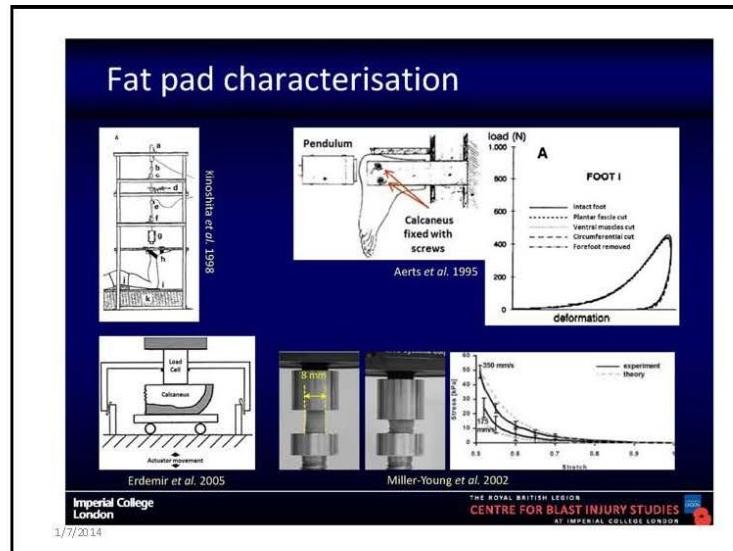
THE ROYAL BRITISH LEGION
CENTRE FOR BLAST INJURY STUDIES
AT IMPERIAL COLLEGE LONDON

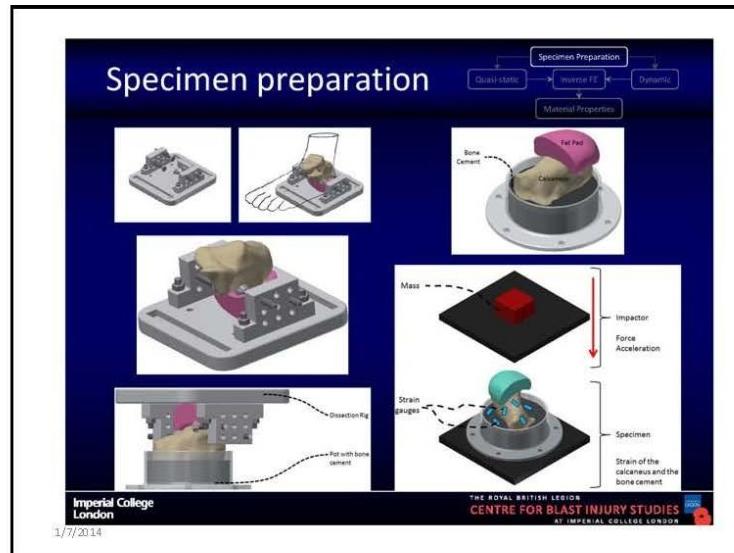










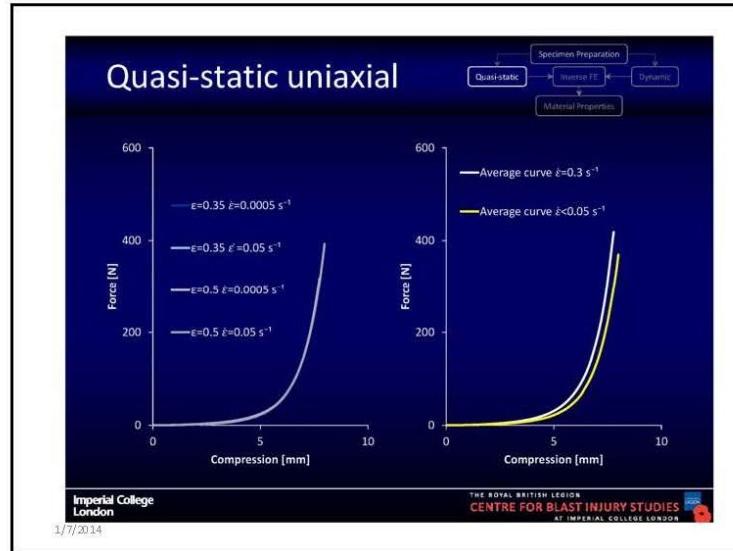


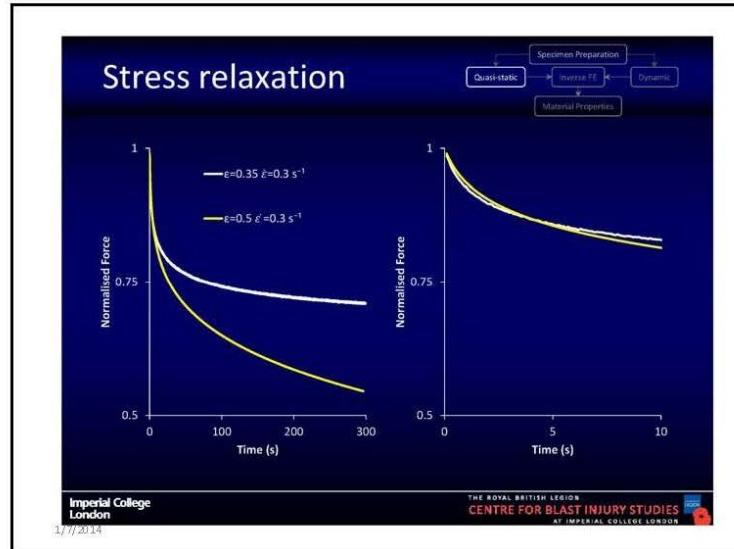
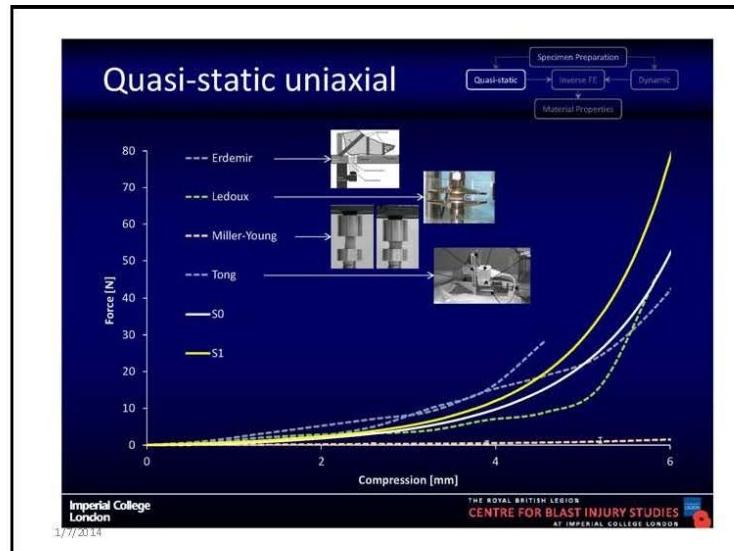
Quasi-static uniaxial

- 3 precycles to 1.5 N
- target strains 35 and 50%
- strain rates 0.0005, 0.05, 0.3/s
- 10 mins between tests + hydration
- stress relaxation
 - 0.3/s to max strain
 - 35 and 50%
- 2 specimens

Imperial College London
1/7/2014

THE ROYAL BRITISH LEGION
CENTRE FOR BLAST INJURY STUDIES
AT IMPERIAL COLLEGE LONDON



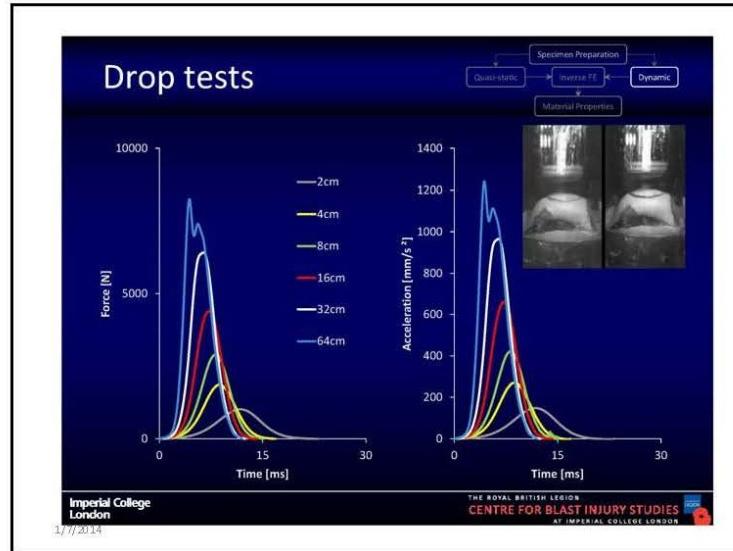


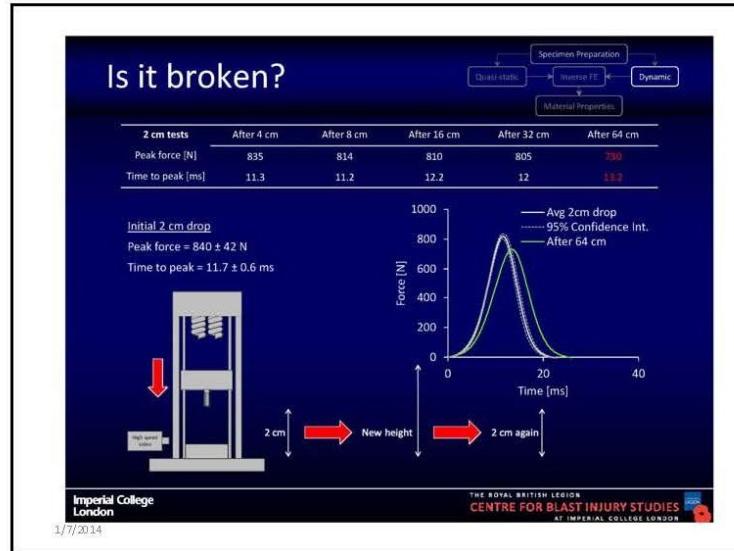
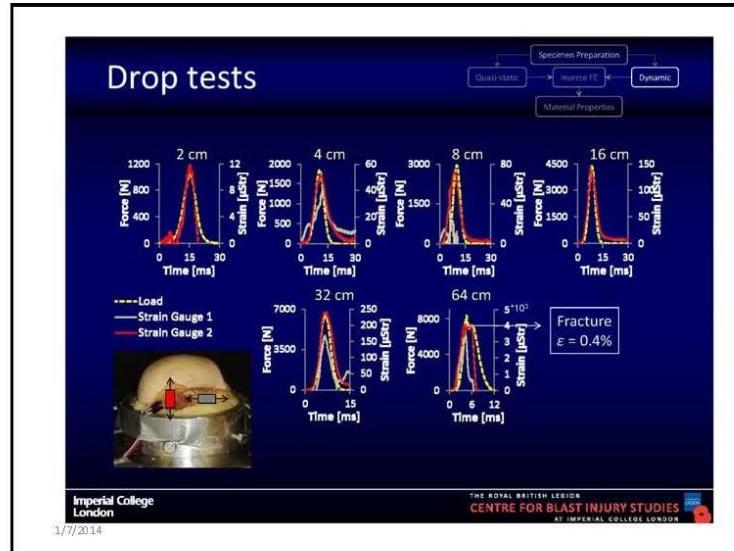
Drop tests

- Impactor mass = 7 kg
- Heights = 2, 4, 8, 16, 32, 64 cm
- Drop from 2 cm after each test
- 10 mins between drops + hydration
- Velocities =
0.4, 0.9, 1.25, 1.8, 2.5, 3.5 m/s
- Estimated $\dot{\epsilon}_{max}$ =
30, 53, 73, 100, 147, 205 / s

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CENTRE FOR BLAST INJURY STUDIES
AT IMPERIAL COLLEGE LONDON

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Modelling

- * MRI & CT scans
- * CAD model to modify contact surfaces
- * Quadratic tets

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Material Formulation

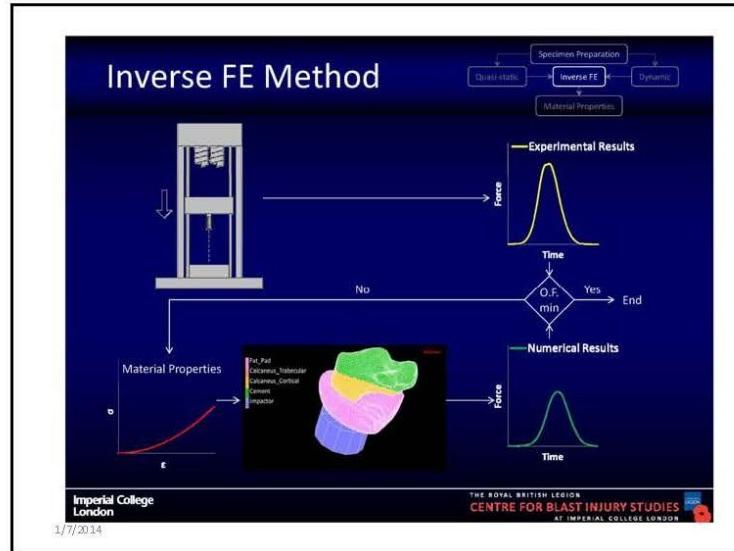
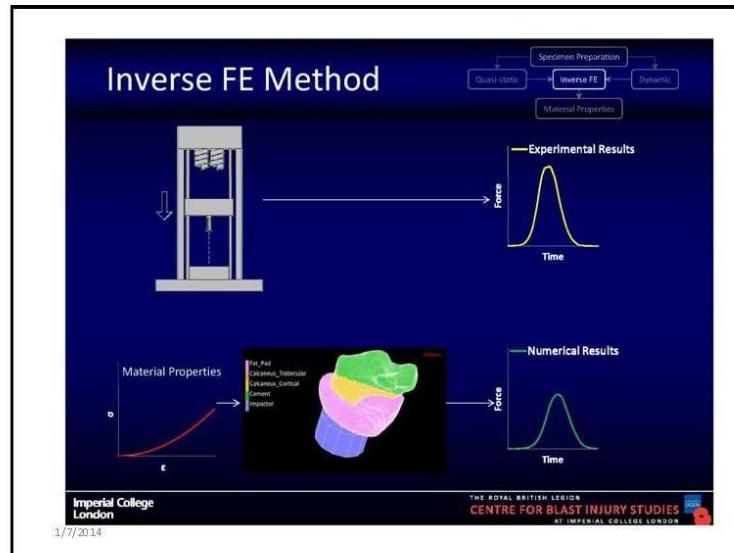
- * FE Software – user subroutine
- * Modified E \perp to the plantar skin
- * Hyperelasticity – Exponential E- ϵ
- * Viscoelasticity – Prony series
- * Strain rate dependence – Cowper-Symonds

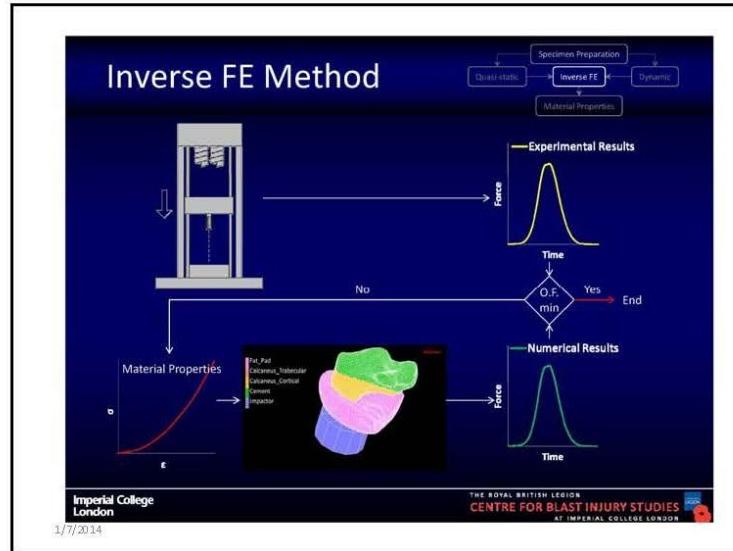
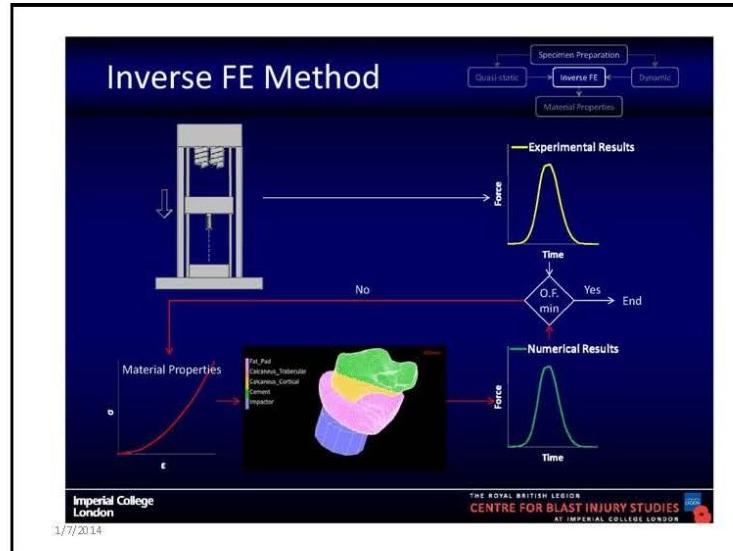
$$E_x(\epsilon, \dot{\epsilon}, t) = \left(C_1 + \sum_{i=2}^6 C_i \epsilon^{(i-1)} \right) \left[1 + \left(\frac{\dot{\epsilon}_{xx}}{D} \right)^{\frac{1}{2}} \right]^2 + \sum_{l=1}^N A_l e^{-\frac{t}{\tau_l}}$$

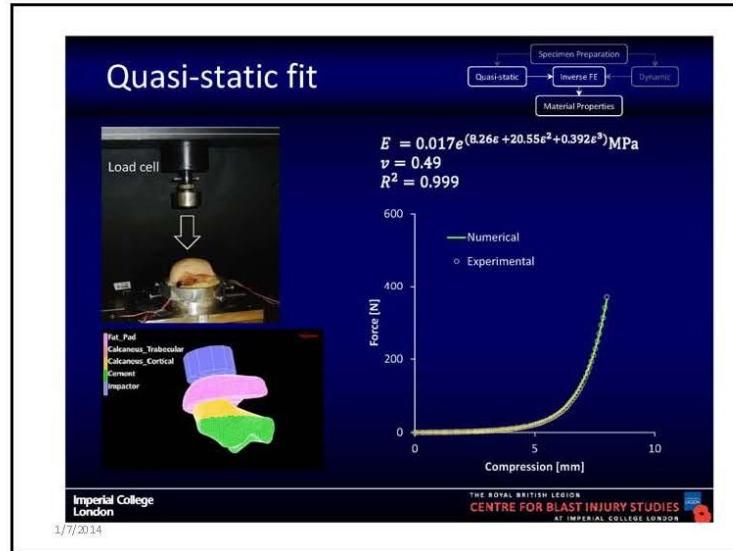
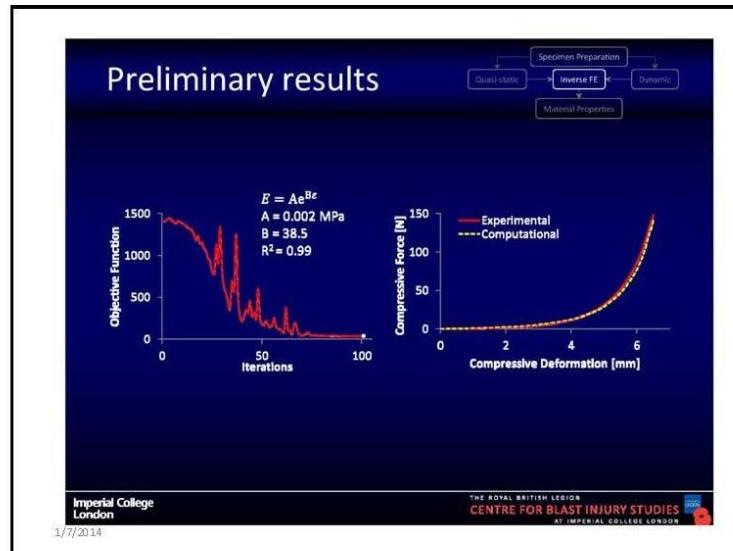
$$\begin{bmatrix} \sigma_{xx} \\ \sigma_{xy} \\ \sigma_{xz} \\ \sigma_{yy} \\ \sigma_{yz} \\ \sigma_{zz} \end{bmatrix} = \begin{bmatrix} E_x \left(\frac{1 - v_{yx} v_{xy}}{A} \right) & E_x \left(\frac{v_{yx} + v_{xz} v_{xy}}{A} \right) & E_x \left(\frac{v_{xz} + v_{yz} v_{xy}}{A} \right) & 0 & 0 & 0 \\ E_y \left(\frac{v_{xy} + v_{xz} v_{xy}}{A} \right) & E_y \left(\frac{1 - v_{xz} v_{xy}}{A} \right) & E_y \left(\frac{v_{xy} - v_{xz} v_{xy}}{A} \right) & 0 & \begin{bmatrix} \epsilon_{yy} \\ \epsilon_{yz} \\ \epsilon_{zz} \end{bmatrix} & \begin{bmatrix} \epsilon_{xz} \\ \epsilon_{yz} \\ \epsilon_{zz} \end{bmatrix} \\ E_z \left(\frac{v_{xz} + v_{yz} v_{xy}}{A} \right) & E_z \left(\frac{v_{yz} - v_{xy} v_{xy}}{A} \right) & E_z \left(\frac{1 - v_{xy} v_{yz}}{A} \right) & G_{xy} & G_{yz} & G_{xz} \end{bmatrix}$$

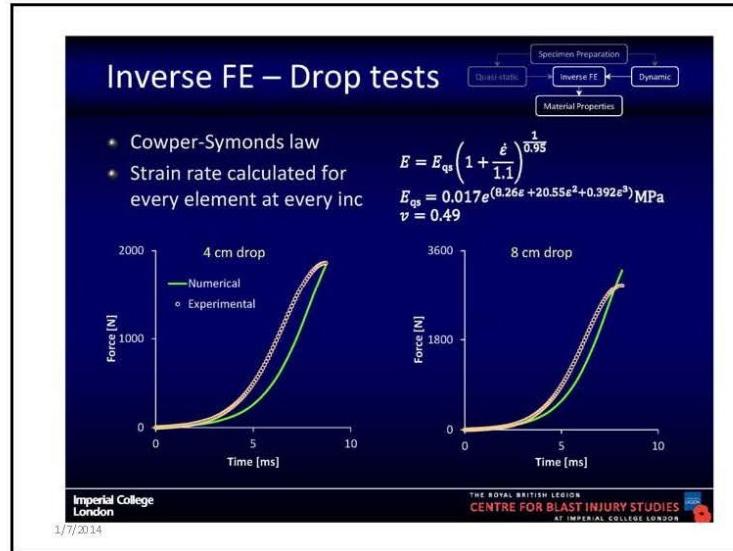
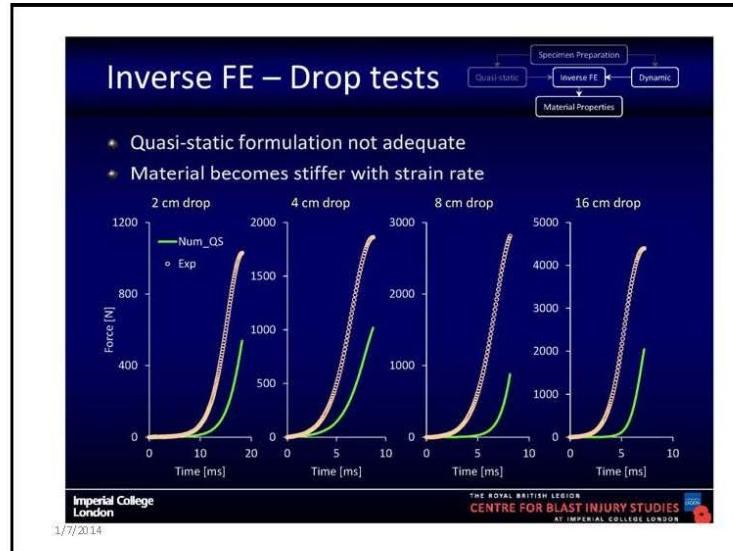
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Next steps

- Finalize strain-rate dependence law
- Introduce viscoelasticity (if necessary)
- More specimens
- Sensitivity analysis to identify the crucial coeffs
- Implement in FE model of lower limb



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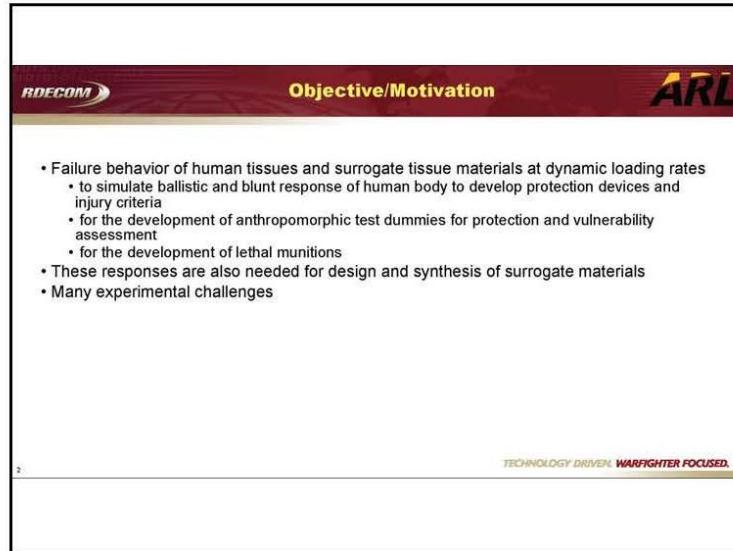
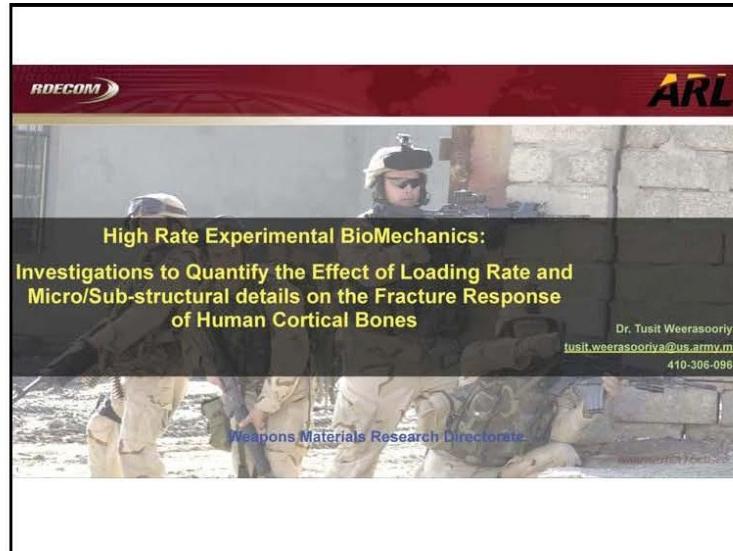
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Material properties of the human heel fat pad

Grigoris Grigoriadis, Nic Newell, Spyros Masouros, Anthony Bull
The Royal British Legion Centre for Blast Injury Studies,
Department of Bioengineering,
Imperial College London, UK

s.masouros@imperial.ac.uk
www.imperial.ac.uk/traumabiomechanics
www.imperial.ac.uk/blastinjurystudies

1/7/2014



Background

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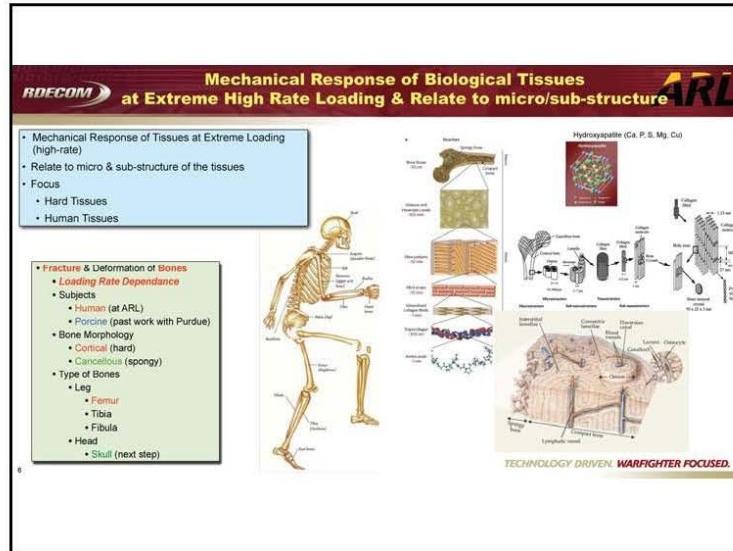
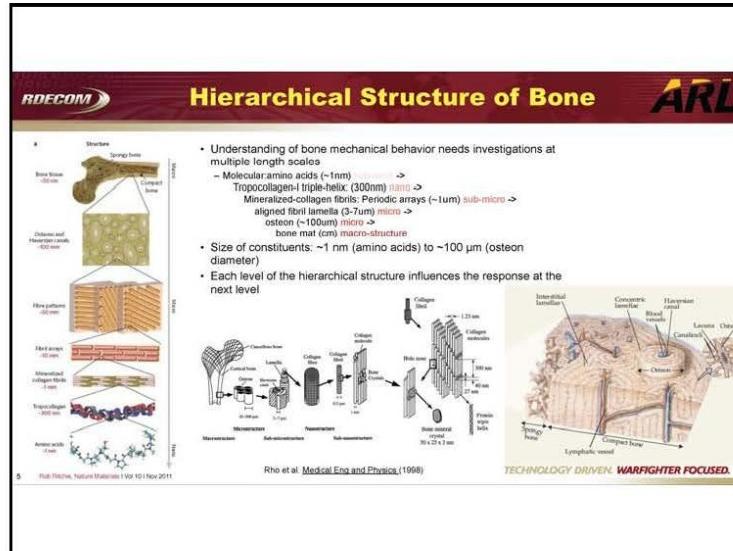
- Relevant Bone Literature - many investigations on various aspects of bones
- Mechanical behavior
 - Deformation behavior
 - Anisotropic elastic constants (great work at Notre Dame)
 - Age related studies (great work by Rob Ritchie et al at Berkley)
 - Extending to micro-length-scale
 - High Rate - a recent study to obtain compression response longt and transv to osteon axis (by Vecchio et al on horse femur Sanborn et al human femur)
 - Rate sensitive, longitudinal deformation response is stronger
 - Fracture behavior
 - Age related studies (work by Rob Ritchie et al at Berkley)
 - Extending to micro-length-scales
 - High Rate - recent studies (by Gunnarsson et al on Human and Vecchio et al on Bovine and Horse) femur
 - In general high rate fracture response lower than low rate behavior, but lot of variability
- Collagen fibril level multi-scale simulation and x-ray microscopy etc
 - Mechanical properties by Markus Buehler, Rob Ritchie et al
 - Effect of cross-linking of tropocollagen on stress-strain and effect of aging

Bone (Background)

ROECOM ARL

TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.

- By shape
 - Long (humerus)
 - Short (carpal)
 - Flat (cranial vault)
 - Irregular (vertebra)
- Bone tissue:
 - Cortical/compact: hard, brittle that makes up surface and structure of bones
 - Cancellous/trabecular/spongy: soft, spongy, where marrow and blood are produced
- Chemical composition
 - Organic matrix (35%)
 - Stretching & twisting, flexibility, tensile strength, structure
 - Cells
 - Osteon
 - Inorganic mineral (65%)
 - Hydroxyapatite (Ca, P, S, Mg, Cu)
- Bone structure remodeling with time
 - Almost 100% in first year to less than 10% per year in adults
 - Cells associated with remodeling process
 - Osteoclasts - removal of old bones
 - Osteoblasts - formation of new bones



RDECOM **Cadaveric Bone Specimens** **ARL**

- Six cadaveric specimens (from legs) were used from three donors
 - D1: Donor 12-111: 36 y.o., male, 5'10" ~180lb
 - D2: Donor 12-114: 50 y.o., male, 5'10" ~210lb
 - D3: Donor 12-184: 43 y.o., male, 6'0" ~170lb
- Cadaveric Specimens
 - Extract femur from thigh
 - Disarticulate distal femur
 - Dissect away soft tissues to isolate femur
 - Sand to remove most of soft tissues attached to femur

TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.

RDECOM **Mechanical Response of Biological Tissues at Extreme High Rate Loading** **ARL**

- Unique High Rate Experimental Capabilities
 - micro-Second time scale
- Relate Response to micro and sub-structural details by **in-situ** & **post** test analysis at
 - sub-mm scale using
 - micro-CT, nano-CT and eSEM analysis
 - Histological analysis

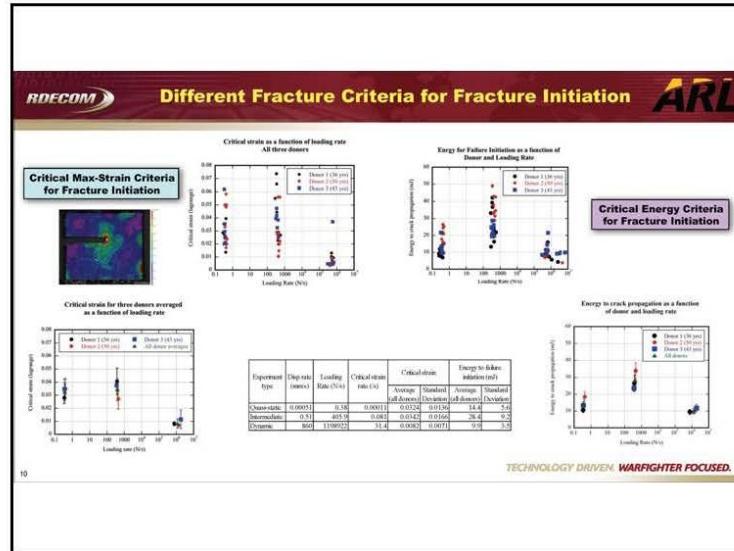
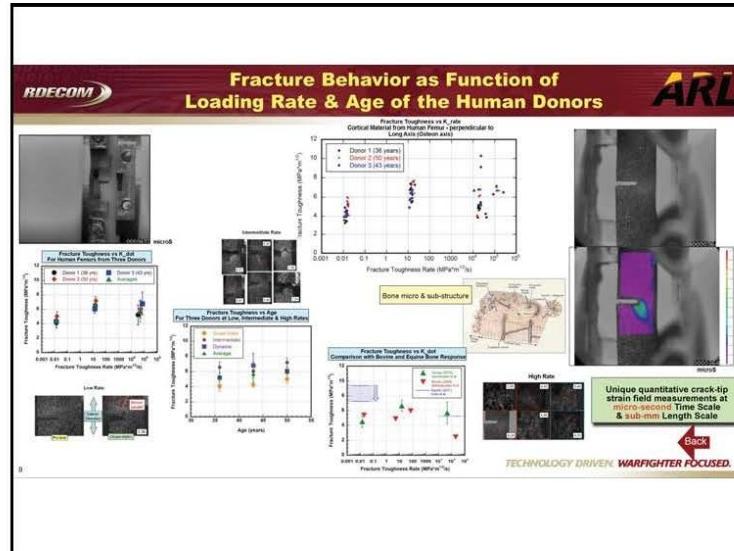
Relative Scale of Contributions to Fracture Resistance from each Micro-mechanism

Increase in Osteon Density

Unique High Rate Fracture Methods are used in these Studies

© Rob Fitchie et al, Physics Today | June 2000

TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.



RDECOM ARL

Exploration of Fracture-Mode Mixity for Fracture Initiation in Anisotropic Bones

Extraction of K-Response for Stationary Crack from Experimental Displacement-Field Measurements at the Crack-Tip (for anisotropic material)

$$u_r = \sum_{n=1}^{\infty} \frac{(K_1)_{n,r}}{2\mu} \sqrt{\frac{n}{2}} \left[n \cos \frac{n}{2}\theta - \frac{n}{2} \sin \left(\frac{n}{2} - 2 \right)\theta \right]$$

$$+ \frac{i^n}{2} (-1)^{\frac{n}{2}} \left\{ \begin{array}{l} \cos \frac{n}{2}\theta \\ \sin \frac{n}{2}\theta \end{array} \right\}$$

$$+ \sum_{n=1}^{\infty} \frac{(K_0)_{n,r}}{2\mu} \sqrt{\frac{n}{2}} \left[n \sin \frac{n}{2}\theta - \frac{n}{2} \cos \left(\frac{n}{2} - 2 \right)\theta \right]$$

$$+ \left(\frac{n}{2} - (-1)^n \right) \sin \frac{n}{2}\theta \},$$

$$u_\theta = \sum_{n=1}^{\infty} \frac{(K_1)_{n,\theta}}{2\mu} \sqrt{\frac{n}{2}} \left[n \sin \frac{n}{2}\theta + \frac{n}{2} \cos \left(\frac{n}{2} - 2 \right)\theta \right]$$

$$- \left(\frac{n}{2} + (-1)^n \right) \sin \frac{n}{2}\theta \},$$

$$+ \sum_{n=1}^{\infty} \frac{(K_0)_{n,\theta}}{2\mu} \sqrt{\frac{n}{2}} \left[-n \cos \frac{n}{2}\theta - \frac{n}{2} \cos \left(\frac{n}{2} - 2 \right)\theta \right]$$

$$+ \left(\frac{n}{2} - (-1)^n \right) \cos \frac{n}{2}\theta \},$$

Extraction of K from Experimental Full-Field Displacement Measurements at the Crack-Tip at different Loading Rates (for stationary crack)

Critical Stress Intensity Factors K_c and K_{Ic} as a Function of Loading Rate

Stress Intensity Factors K_c and K_{Ic} at High Loading Rate (500,000 Hz)

Stress Intensity Factors K_c and K_{Ic} at Intermediate Loading Rate (400 Hz)

Work in Progress

Stress Intensity Factors K_c and K_{Ic} at High Loading Rate (500,000 Hz)

Technology Drive

RDECOM ARL

Exploration of Fracture-Mode Mixity for Fracture Propagation in Anisotropic Bones

Extraction of K from Experimental Full-Field Displacement Measurements at the Crack-Tip at different Loading Rates (for propagating crack)

Stress Intensity Factors K_c and K_{Ic} as a Function of Loading Rate

Stress Intensity Factors K_c and K_{Ic} at High Loading Rate (500,000 Hz)

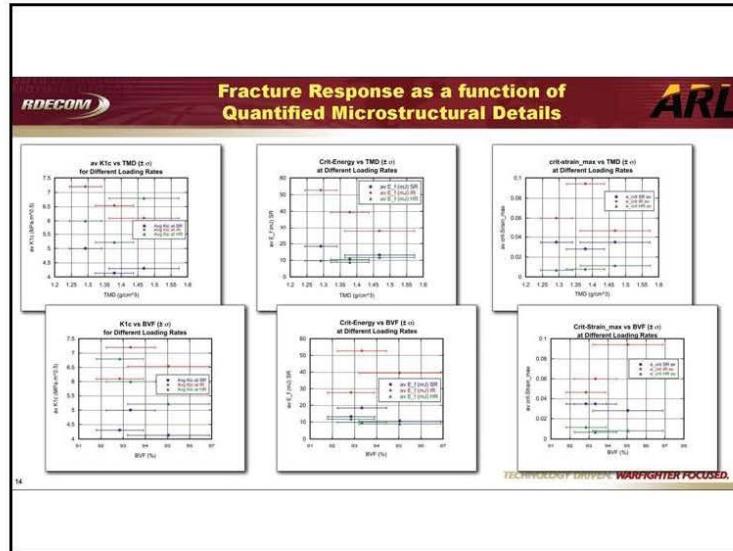
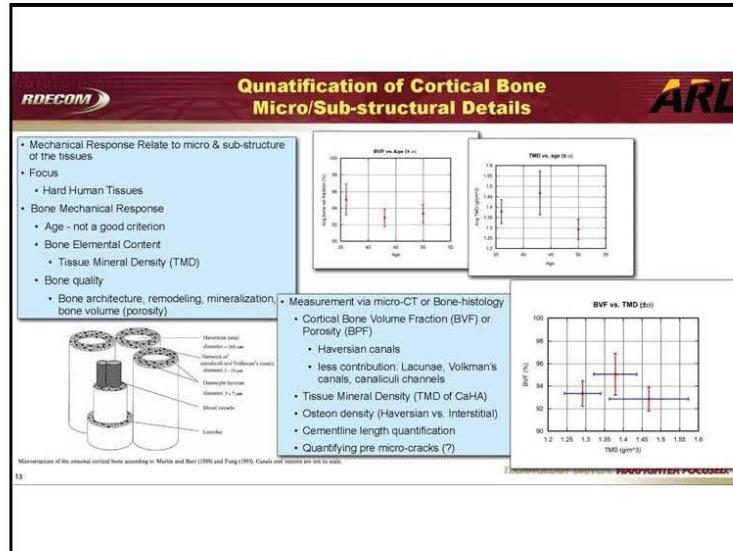
Stress Intensity Factors K_c and K_{Ic} at Intermediate Loading Rate (400 Hz)

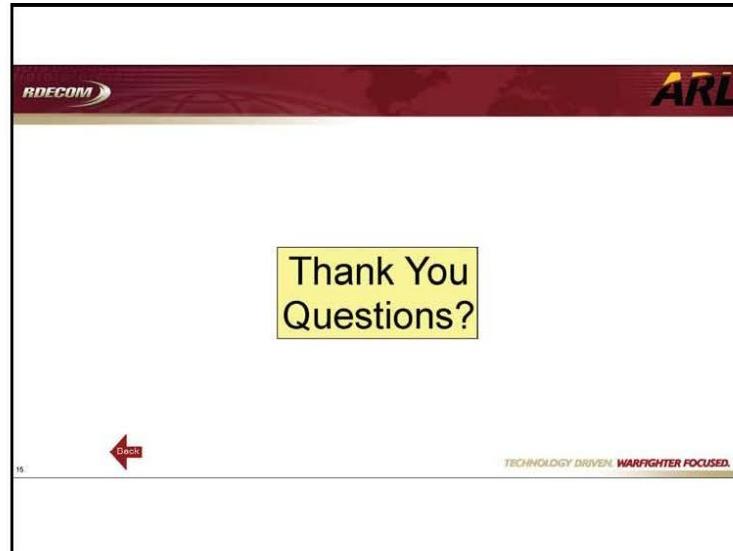
Work in Progress

Stress Intensity Factors K_c and K_{Ic} at High Loading Rate (500,000 Hz)

Technology Drive

Warfighter Focused.





The slide has a red header bar with the RDECOM logo on the left and the ARL logo on the right. The title "Age Related Changes in Bone Fracture Mechanisms at Small-Length Scales" is centered above the content. The content includes a bulleted list of primary mechanisms related to bone loss of toughness, followed by several scientific figures: a bar chart showing "Increase in Collagen Cross-links", a graph of "Strain Partitioning in Fibris Collagen vs Mineral", a diagram of bone microstructure with labels for "Increase in weak cementine due to more Osteons", "Decrease in Osteoclasts", and "Osteoclasts", and a 3D model of bone tissue labeled "Increase in bone density". At the bottom left, there is a small red arrow pointing left labeled "Back". At the bottom right, the text "TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED." is visible.

Recent Developments in a Computational Shock Physics Tool for Modeling Fluid-Structure Interaction

Shane Schumacher
Sandia National Laboratories
scschum@sandia.gov

Sandia National Laboratories is a multi-program laboratory operated by Sandia Corporation, a wholly owned subsidiary of Lockheed Martin company, for the U.S. Department of Energy's National Nuclear Security Administration under contract DE-AC04-94AL85000.

NNSA 

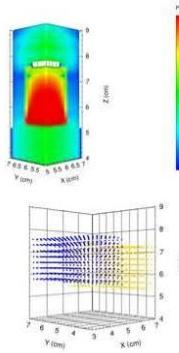
Project Summary

- Capitalize on the strengths of Eulerian and Lagrangian numerical methods
 - Model fluids Eulerian
 - Model strength bearing material Lagrangian
- Mixed frame computations
 - Mixed Lagrangian and Eulerian numerical methods
 - Numerical method types
- Massively parallel computations for system analysis
 - 1000's, 100,000's of cores
- Interface existing constitutive models
 - Equation of state (shock mechanics)
 - Strength
 - Failure
- Verification and validation
 - Comparison to experiments



Project Path

- Research and information from Sandia, LANL and DoD
- SNL-LANL Cross laboratory collaborations
- Implement marker methods into CTH for Lagrangian material behavior
 - Lagrangian marker method
 - Nonlinear elasticity
 - Advanced mechanics of materials
 - CFDLib formulation
 - Interpolation algorithms and schemes
- Multifield interaction of n materials
 - Tensor of interactions between materials
 - Constraints on interactions based on physics
 - Separate material velocities (mixed cell computations)
- Implicit Continuous-fluid Eulerian methods to address time scale

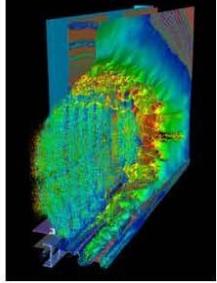


Sandia National Laboratories

CTH

CTH is a massively-parallel shock-physics code.

- Eulerian shock wave physics computer code solving conservation equations of mass, momentum, and energy for up to 98 simultaneous materials including gases, fluids, solids, and reactive materials
 - Analytic & Tabular Equation-of-State models
 - Advanced Strength & Fracture models
 - Adaptive Mesh Refinement
- Widely used for the simulation of complex high strain rate, large deformation and strong shock mechanics
- Applications (partial list):
 - Armor, Anti-Armor, Munitions Design, Blast Effects
 - Planetary Science, Asteroid Impact & Planetary Defense
- CTH license
 - 800+ users

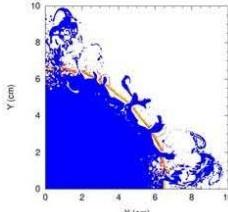


32,000 processor Cielo calculation showing nearby blast on aluminum and steel structure

Sandia National Laboratories

Lagrangian Marker Methods

- 1D, 2D and 3D
- Solid object insertion of Marker fields
 - No meshing needed, directly from primitive object, CAD, geometric scans, etc.
- Numerical techniques
 - FLuid Implicit Particle
 - Brackbill, J.U. and Ruppel, H.M.
 - Material Point Method
 - Sulsky, Deborah, Chen Z., and Schreyer, Howard L.
 - Integration of Convective Particle Domain Interpolation (CPDI)
 - University of Utah collaboration (Rebecca Brannon)
- Equation of State, strength and failure
- Massively parallel Marker capability with/without AMR
 - Vertex communication
 - Combining and splitting
- Plate and shell-type theories on Marker



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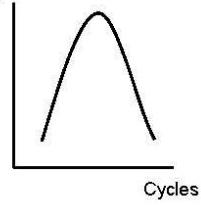
Multifield

- Second order accurate finite volume numerical method
- N number of fields with separate velocities
- Field interactions
 - No surface designation needed
 - Simple and easy to use interface
 - Describe $(n \times n - n)/2$ interactions (similar to contact)
- Material interaction models (mass, momentum and/or energy)
 - Slip
 - Welded
 - Friction models ("gripping" rebar in concrete, etc.)
 - Turbulence models (particle in gas or fluid)
 - Viscous models (fluid-solid, fluid-fluid, etc.)
- Hydrodynamics
 - Vertex pressure acceleration with TVD limiting
 - Vertex momentum exchange
 - Cell centered velocity, energy, density and pressure
- Remapping
 - Unsplit 1st and 2nd order remapping techniques with TVD limiting

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Implicit Continuous Eulerian

- High demand from users
- Address time scales in CTH
 - Adds capability to have simulation time out to seconds
 - Accuracy vs. cycles
- ICE methods
 - Frank Harlow, LANL
 - Routinely used in shock and non-shock physics codes
- Time step modification
 - Bound by shock and velocity courant time steps
- Adaptive
 - Scales time step by “sensing” when simulation
- Numerical Method
 - Semi-implicit
 - Implicit



The graph shows a bell-shaped curve representing accuracy, which peaks at a certain number of cycles and then gradually declines.

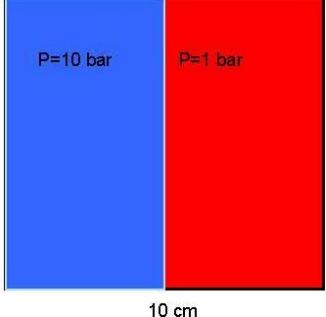
Accuracy

Cycles

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SOD 1D, Single Field

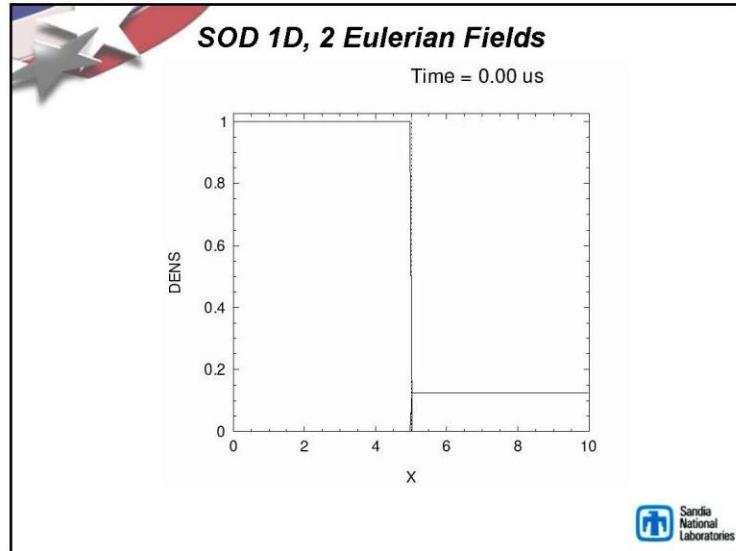
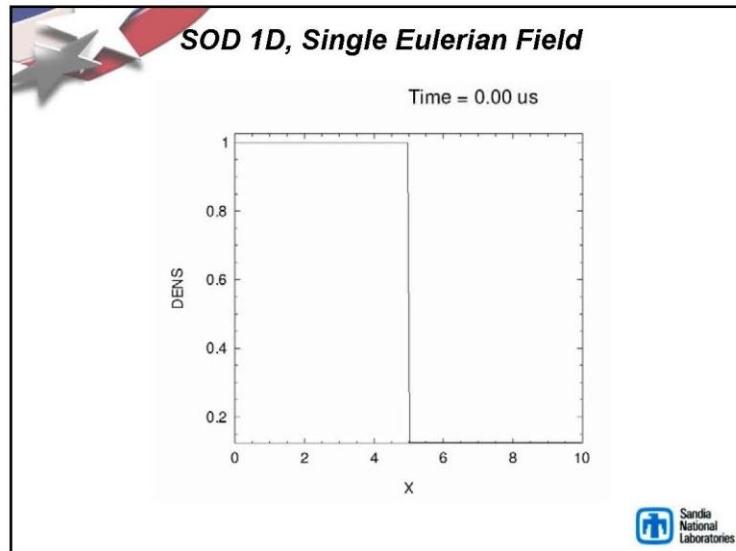
- 1D Reimann problem
- 2000 cells used
- Tests hydrodynamics with analytical
- Compares well with standard CTH solution
 - Wave speeds and interactions correct

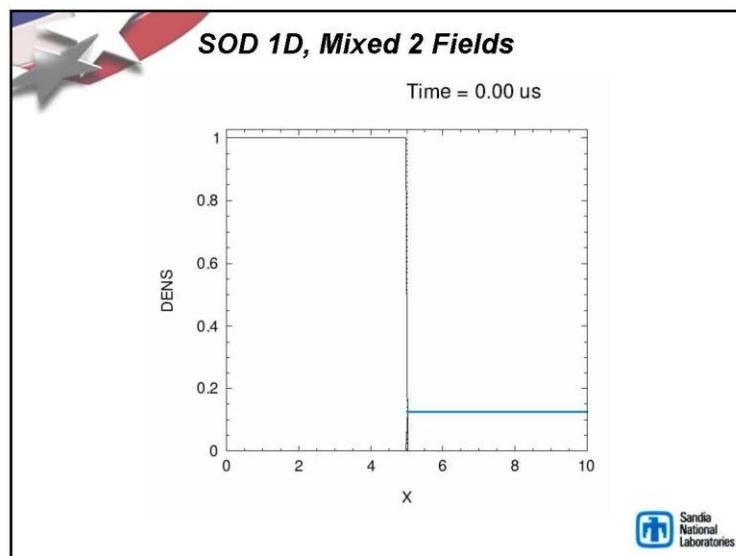
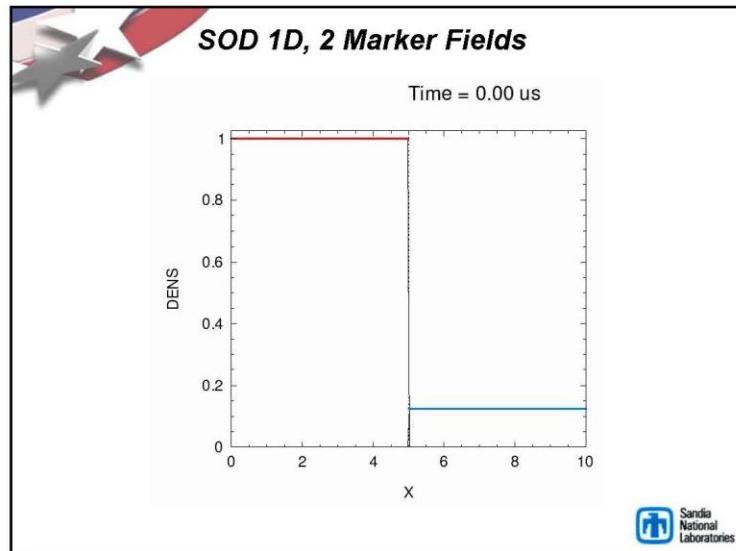


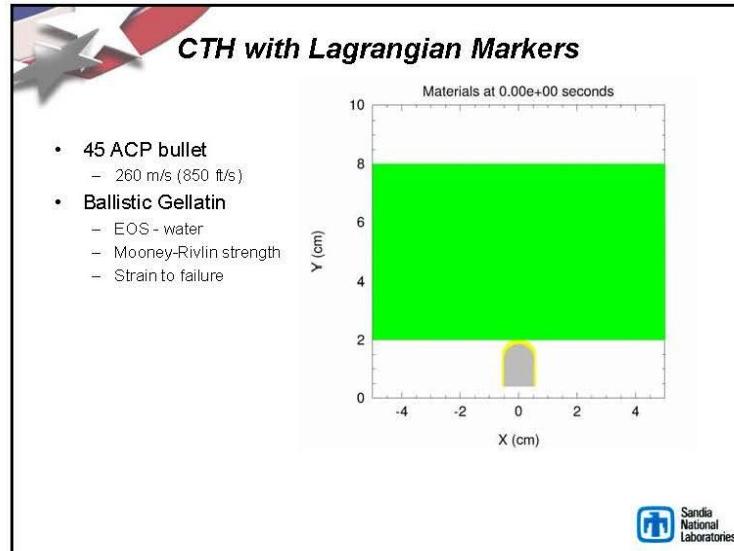
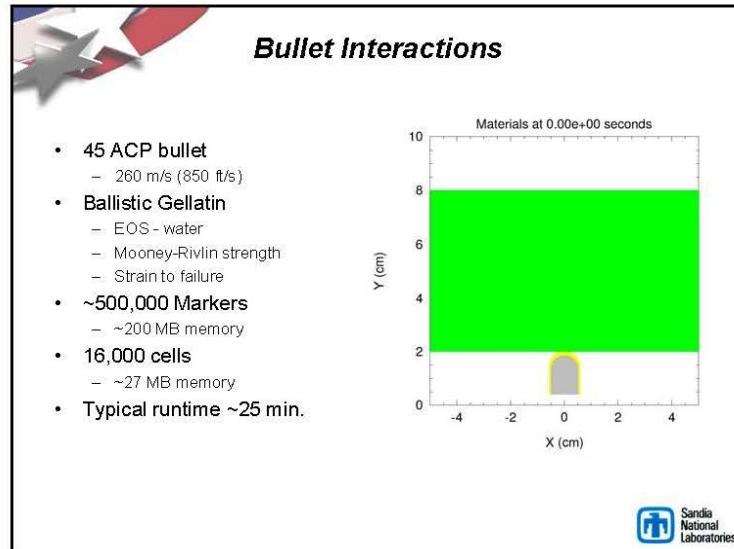
The diagram shows a 1D domain divided into two regions. The left region is blue and labeled P=10 bar. The right region is red and labeled P=1 bar. A distance of 10 cm is indicated between the boundaries of the two regions.

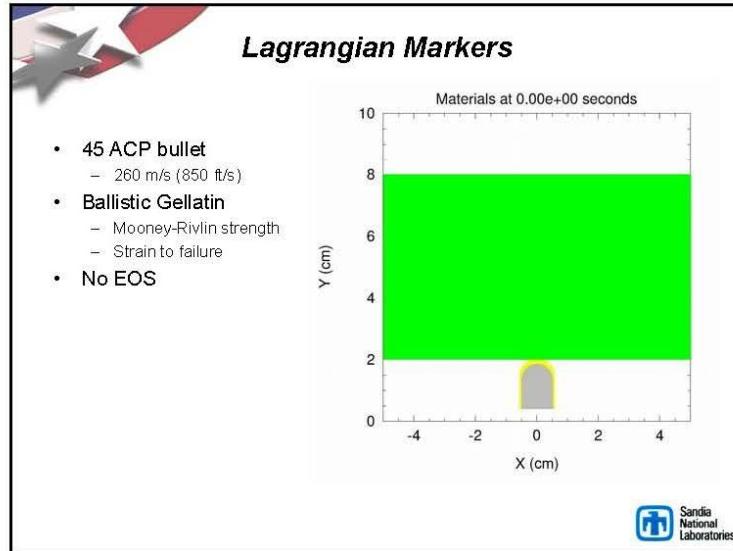
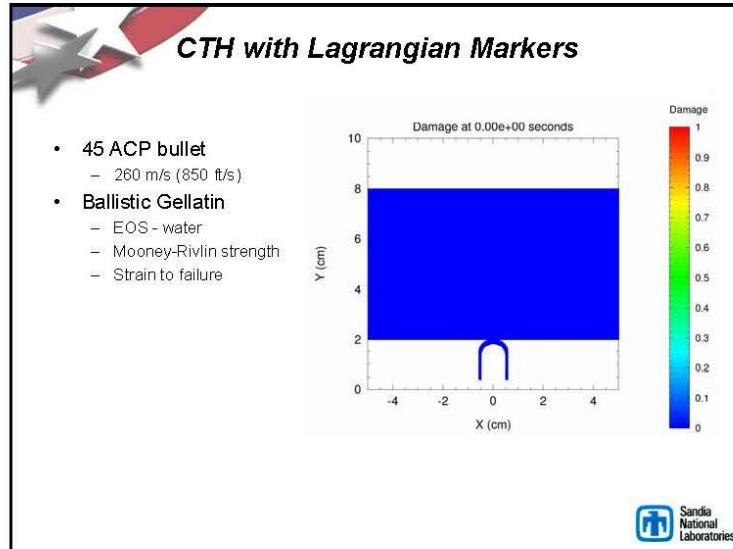
Sod, G. A. (1978). "A Survey of Several Finite Difference Methods for Systems of Nonlinear Hyperbolic Conservation Laws". *J. Comput. Phys.* 27, 1-31.

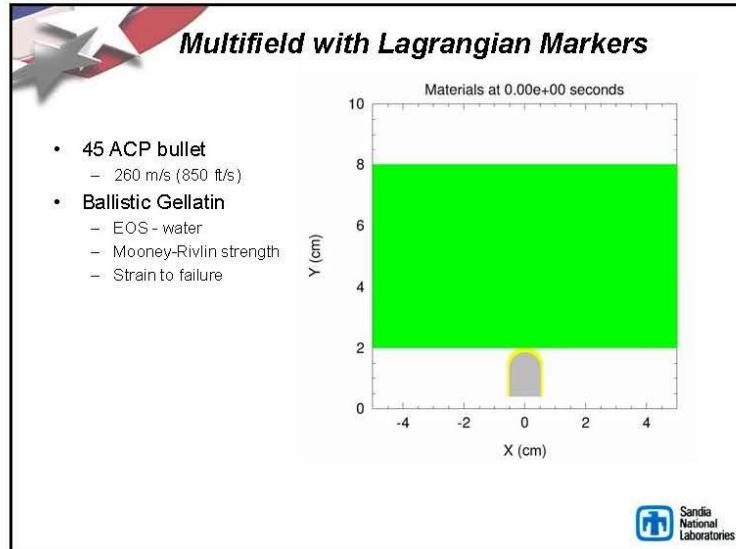
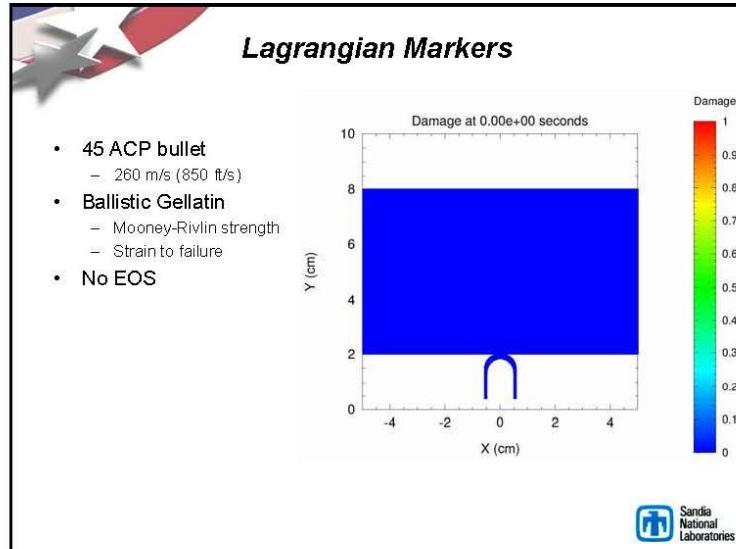
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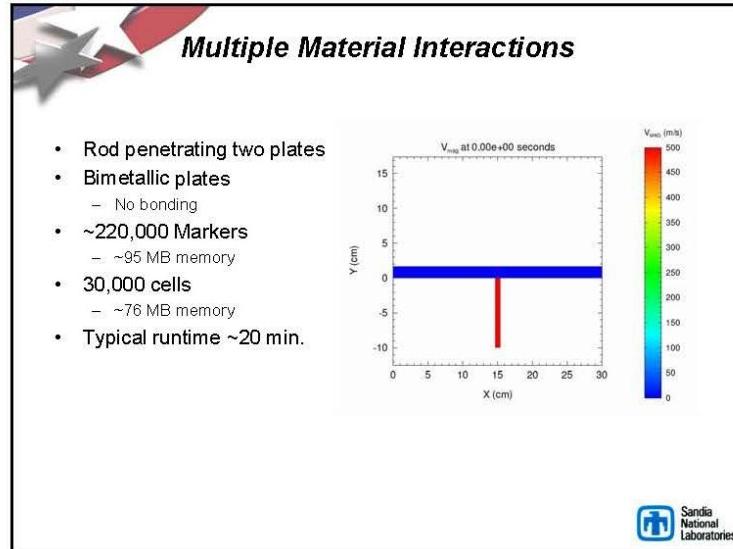
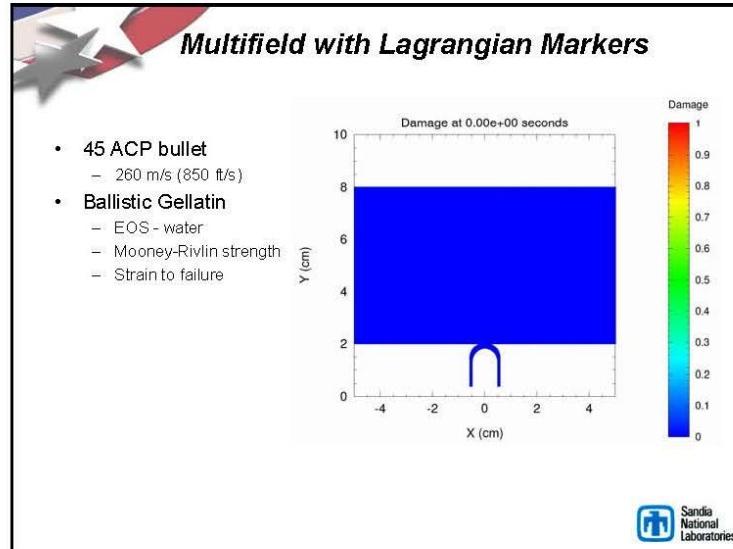


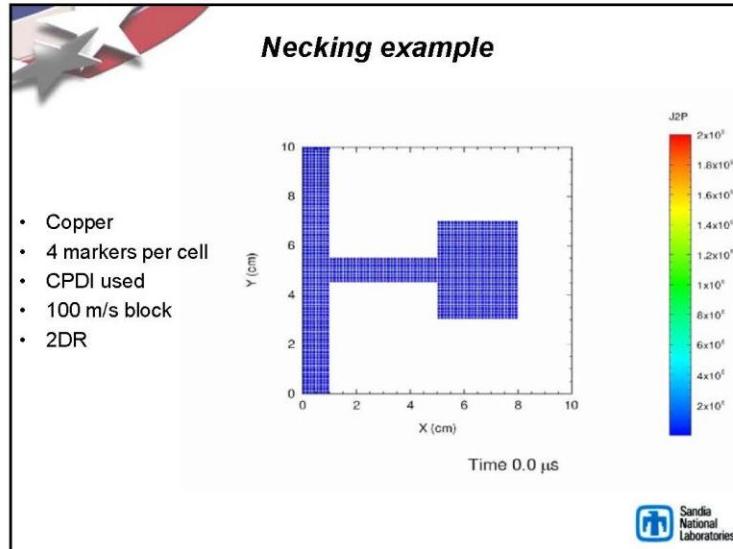
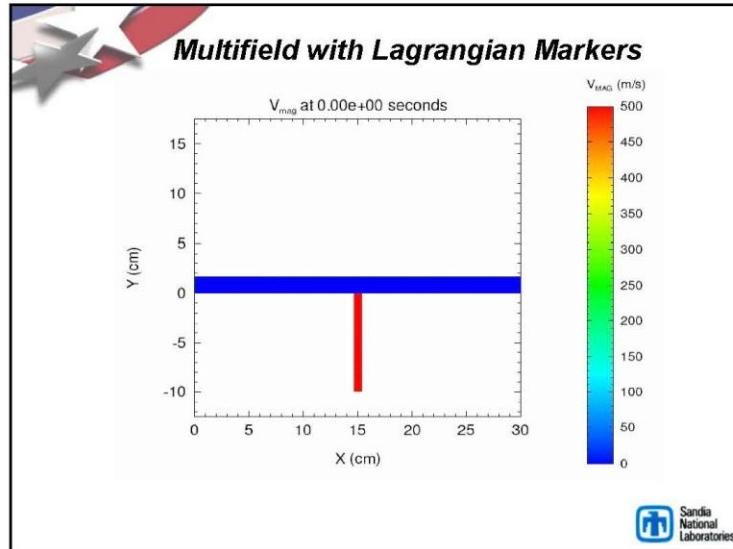






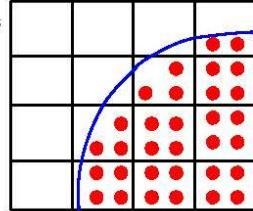






Current Directions

- Parallelization of Multifield
- Advection (Euler)
 - Investigate and implement methods to reduce diffusion at material interfaces/contact surfaces
 - Anti-diffusion method
- Thin structure mechanics
 - Shock support method for membranes/shells
- Implicit Continuous Eulerian (ICE++)
- Marker insertion
 - Techniques to "randomize" insertion
- New material models
 - Fracture and failure
 - Non-linear elasticity in shock
 - Rate dependent, anisotropic, etc.
 - Stochastic fields



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Conclusion

- New tool will provide a means to accurately predict strategic structural response to terminal ballistics and/or blast
 - Utilizing the correct mathematics and physics to meet project goals
 - Enhanced strength and fracture capabilities
 - Damage and failure evolution
 - Integrated (tight) coupling for enhanced fluid/structure capabilities
 - Immersed boundary method utilizing the strengths of Lagrangian and Eulerian numerical techniques
- Solid object insertion
- Field based interactions
- Development in progress
 - Marker beta release January 2014
- Training added as part of CTH regular CTH class



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CFD Research Corporation 
215 Wynn Dr., Huntsville, AL 35805 (256) 726-4800 FAX: (256) 726-4806 www.cfdrc.com

Human Body Models and Computational Tools for Human Response to Blast and Accelerative Loadings

Andrzej Przekwas, X.G. Tan and Alex Zhou
Computational Medicine and Biology Div.
CFD Research Corp., Huntsville AL

Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading
USAARL Aberdeen, MD, January 7-9, 2014

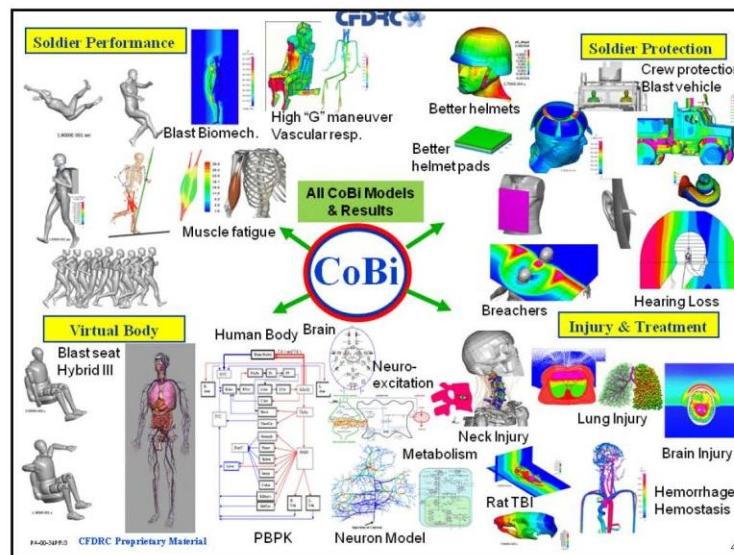
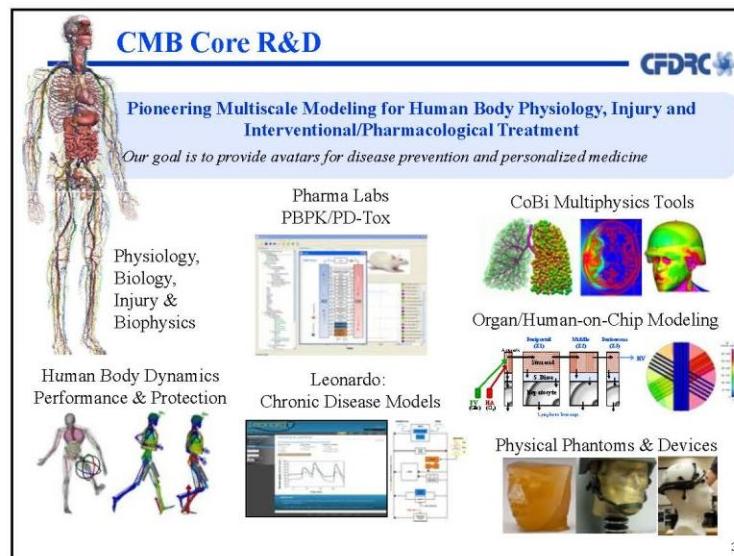
Our Goal and Outline 

Goal

Develop multiscale simulation framework, CoBi, for modeling soldier performance, injury and protection.
Integrate: human body anatomy/geometry generator & models, material databases, exposure scenarios, GUI & post-processing

CoBi tools and Body Models are DoD Open Source

- CMB & CoBi Tools
- Human anatomy/geometry model generator
- Blast wave and loading model – human & vehicle
- Accelerative loading on seated occupants
- Human biodynamic response models
- Ongoing Work and Plans



CoBi- Multiscale and Metaphysics Capabilities

Multiscale:

- 3D/2D/1D/0D PDE Solvers – for all disciplines
- User Defined ODE Systems – for all disciplines
- Coupled PDEs-ODEs – for all disciplines

Parallel Computing:

- multicore clusters (implicit)
- GPU (explicit)

Multiphysics:

CFD Fluid Mechanics – compressible/incompressible flows, porous media, reactive flows, biomechanics, tight link to other disciplines: structures, electrochemistry, biology; physiology and immunology...

FEM Structure Mechanics – linear/nonlinear problems, user defined material models, tight link to other disciplines (flow, thermal, electrostatics, biochemistry, physiology, systems biology)

Thermal – convection, diffusion, sources, conjugate heat transfer, ...

Chemistry – chemical kinetics in fluid/solid, surface chemistry, user defined models, biochemistry

Electrostatics – electric field and current continuity eq.

Electrochemistry – coupled chemistry + flow + thermal

Optimization, Inverse Problems, and Parameter Estimation

5

Human Body Anatomy/Geometry for Physiology & Physics Models

Anatomic Templates

Joint Manipulation Framework

GUI

```

Station -> Anatomy
  +-> Selection
    +-> Vertex
      +-> Head
      +-> Neck
      +-> Back
      +-> Chest, mid
      +-> Abdomen, L
      +-> Abdomen, R
      +-> Lowerab, L
      +-> Lowerab, R
      +-> Thigh, L
      +-> Thigh, R
      +-> Leg, L
      +-> Leg, R
      +-> Hand, L
      +-> Hand, R
      +-> Foot, L
      +-> Foot, R
      +-> Head, mid
      +-> Neck, mid
      +-> Back, mid
      +-> Chest, mid
      +-> Lowerab, mid
      +-> Thigh, mid
      +-> Leg, mid
      +-> Hand, mid
      +-> Foot, mid
  +-> Station
  +-> Tools
  +-> Help

```

Anatomic/Geometry and Morphing Tools

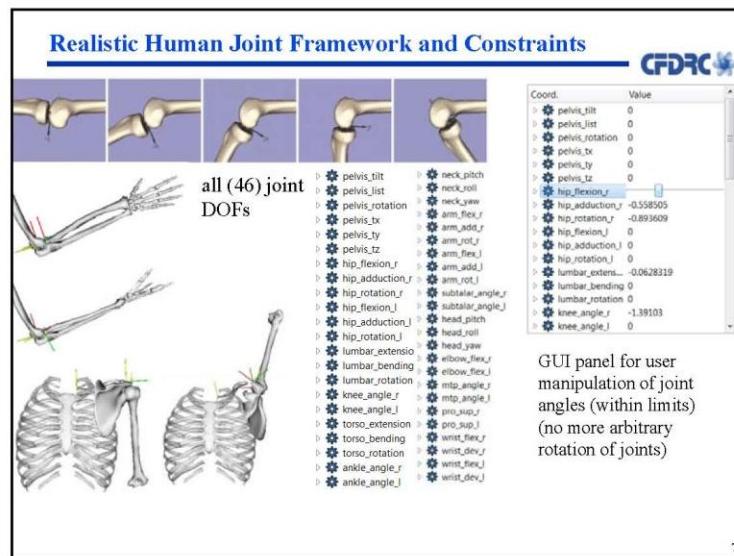
Real time posing/morphing with adaptive voxel model

Postural and Anthropometric Body Variations

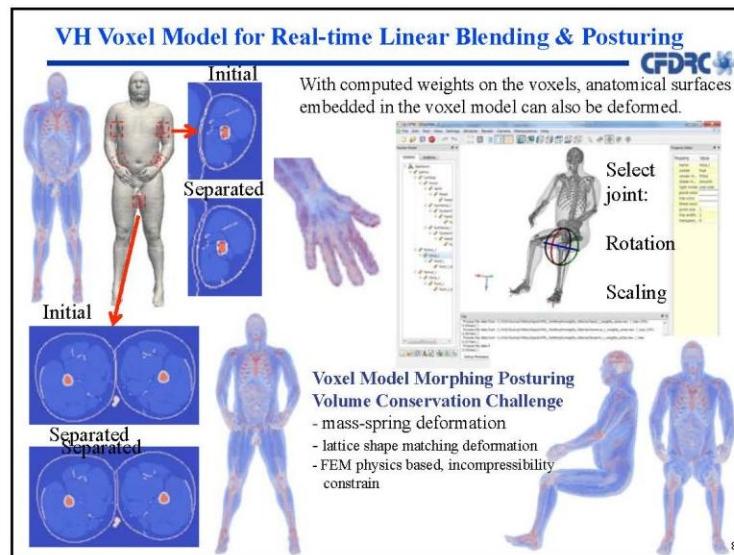
GUI

6

C120



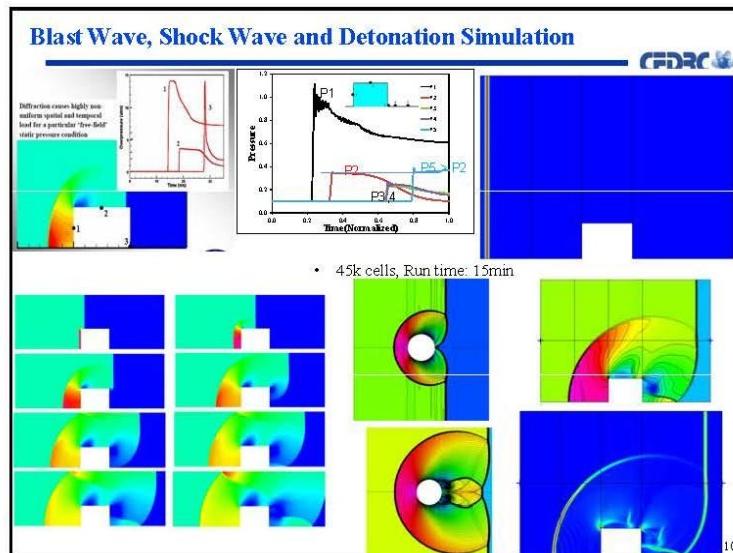
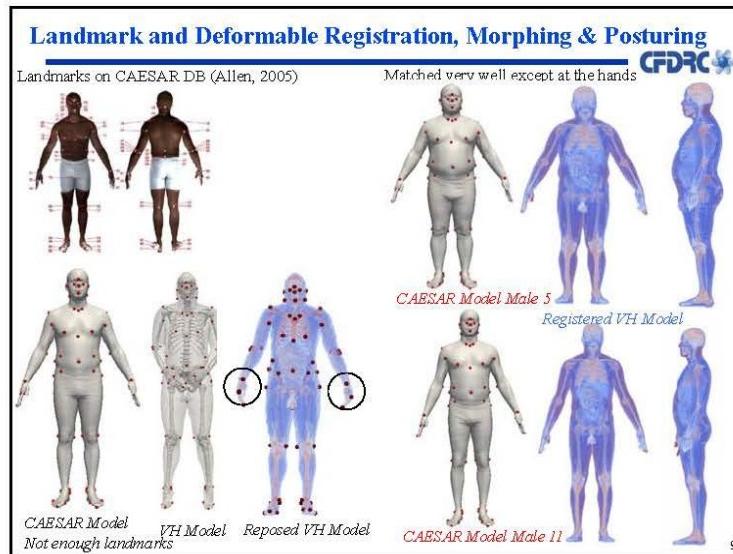
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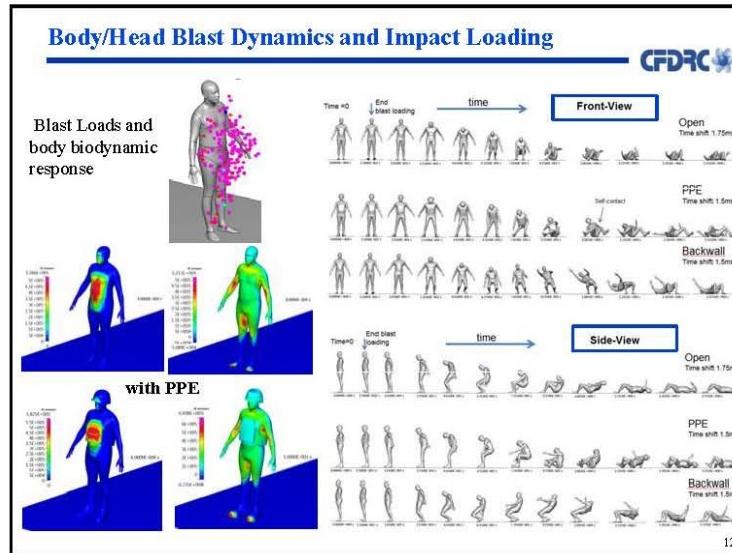
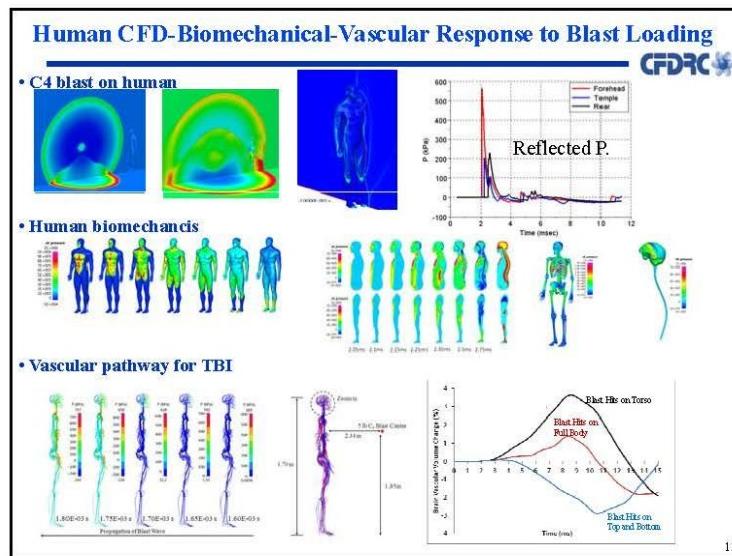
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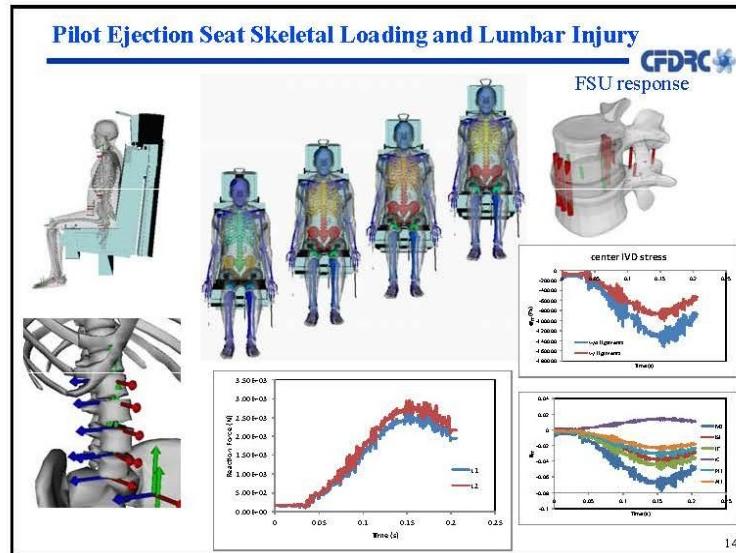
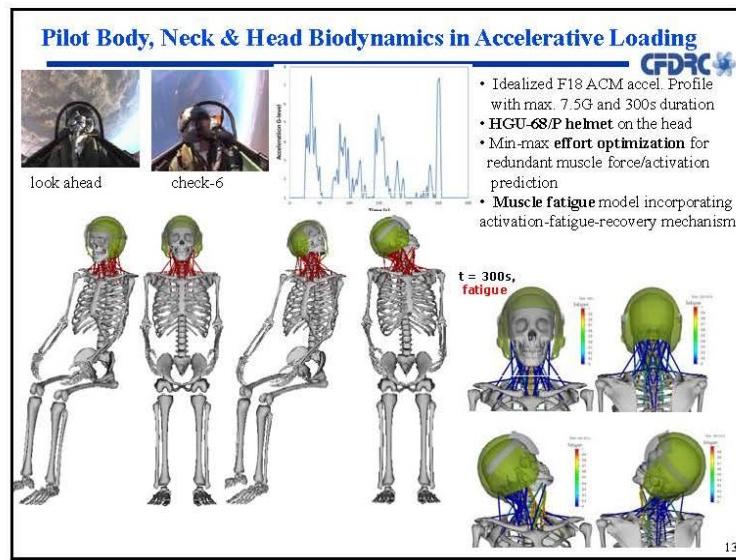
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C122

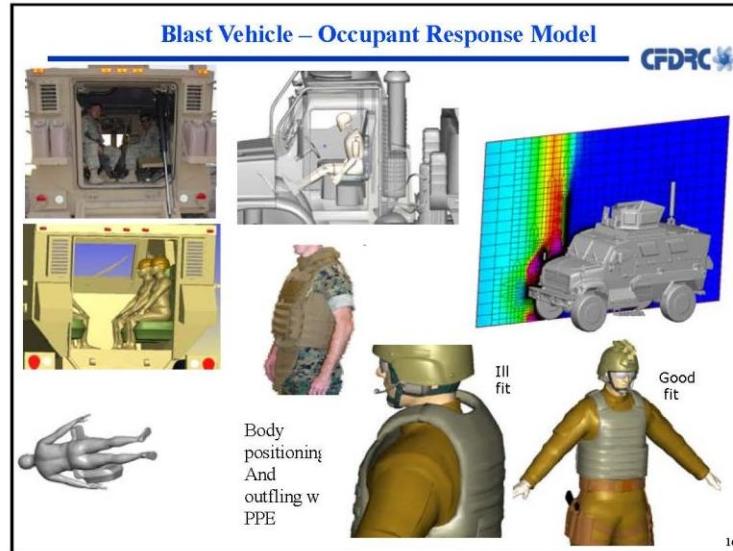
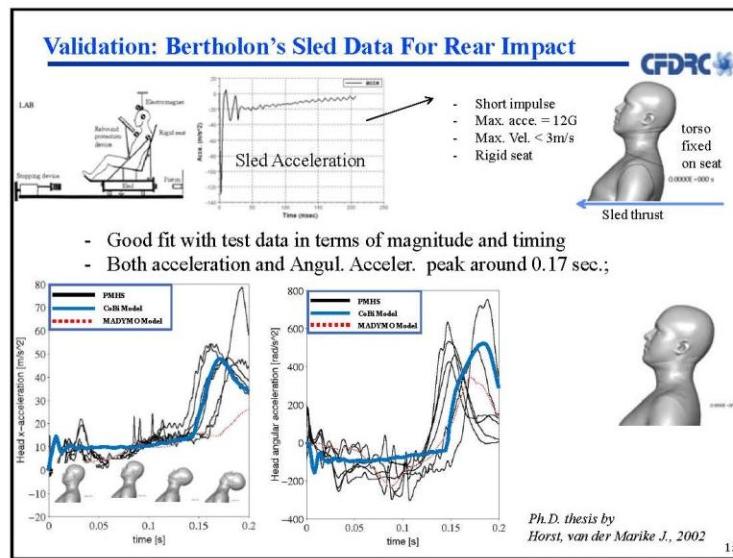


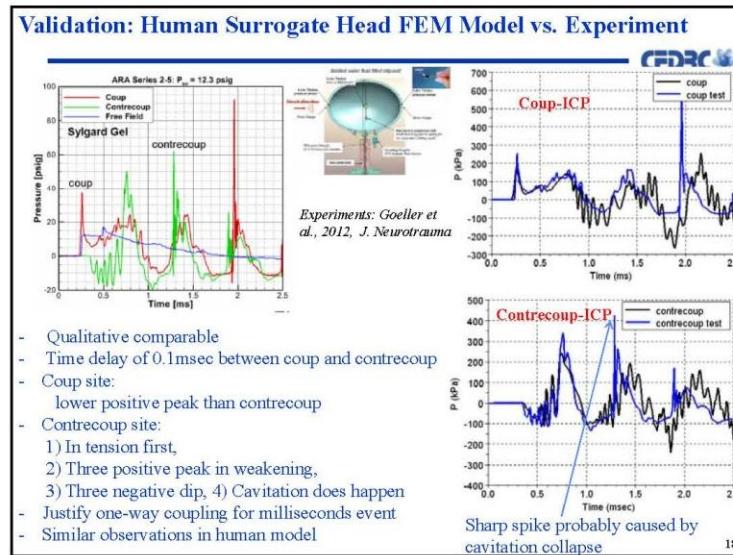
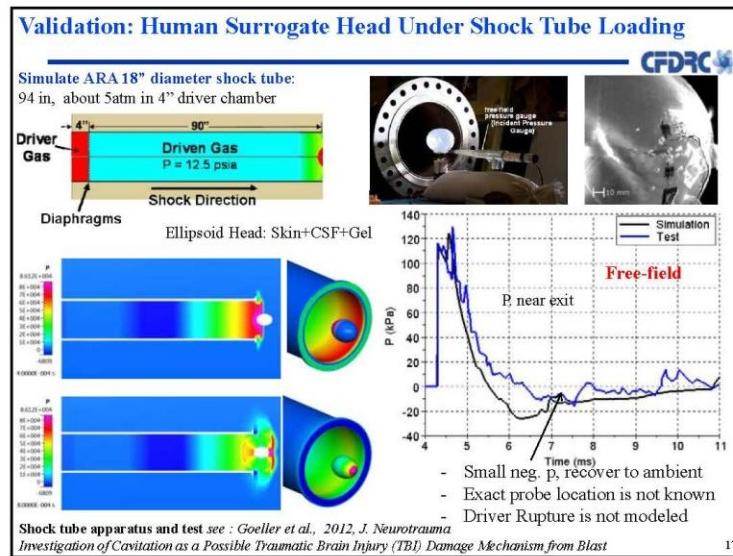
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C123



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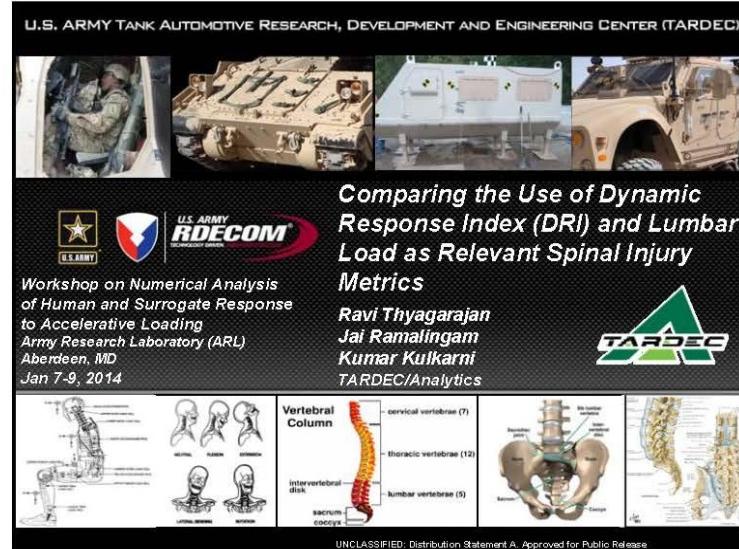


Ongoing Work and Plans



- Continuous improvements of numeric and Physics in CoBi
- Development of QtCoBi GUI tools
- Anatomic/Geometry of Human Body Models for: soldier performance (Army Natick), Bio-effects in RF Exposure (AFRL HEPA)
- Experiment/Modeling of helmet protection of TBI (USAARL)
- Experiment/Multiscale model of neuroaxonal injury (MRMC)
- Validation of primary/secondary TBI animal models (WRAIR)
- Spinal injury and chronic pain in naval aviators (NAVAIR)
- Physics/physiology based human body model of blast injury of mounted & dismounted soldier (MRMC)
- Physical surrogate and virtual human for non-lethal weapons (Navy)
- Neck and shoulder injury models, extra-skeletal support, ...

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The outline slide has the same header and footer as the cover slide. The main content area contains a bulleted list of topics:

- Mechanical and Injury Models for DRI
- Mechanical and Injury Models for Lumbar Load
- DRI and LL: Temporal Behavior
- M&S Model Descriptions
- Behavior of Peak Compressive LL vs. DRI Cross-plots
- Proposal for Mechanical Model for Encumbered DRI
- Known Issues with DRI
- Summary / Conclusions

At the bottom left, the text 'Comparing the Use of Dynamic Response Index (DRI) and Lumbar Load as Relevant Spinal Injury Metrics' is repeated, and at the bottom center, the text 'UNCLASSIFIED: Distribution Statement A: Approved for Public Release' is shown.

Dynamic Response Index (DRI) - Mechanical Model

The diagram illustrates a mechanical model of the human torso. It shows a vertical stack of vertebrae representing the vertebral column. Above the column is a rectangular box labeled "UPPER BODY". Below the column is another rectangular box labeled "PELVIS". A spring, labeled "k", connects the top of the column to the "UPPER BODY" box. A damper, also labeled "k", connects the bottom of the column to the "PELVIS" box. Relative displacement between the upper body and pelvis is denoted by δ , which is the difference between the vertical positions of the top of the column and the bottom of the column ($\Delta_1 - \Delta_2$). The damping coefficient is $\zeta = c/(2\sqrt{m \cdot k})$. The natural frequency is $\omega_n = \sqrt{k/m}$.

- Simple lumped mass parameter model (single spring-mass-damper) to simulate the biomechanical response of the human upper body/vertebral column/pelvis [2,3]
- Values of m , k , c (and thus ω_n , ζ) were derived by compressive strengths of individual vertebrae [1], and load-deflection curves [4]
- Values established for a representative population of Air Force pilots with a mean age of 27.9 years [3]

$m = 34.51 \text{ kg}$
 $k = 9.66E04 \text{ N/m}$
 $c = 818.1 \text{ Nsec/m}$

$\omega_n = 52.9 \text{ rad/s}$, and $\zeta = 0.224$

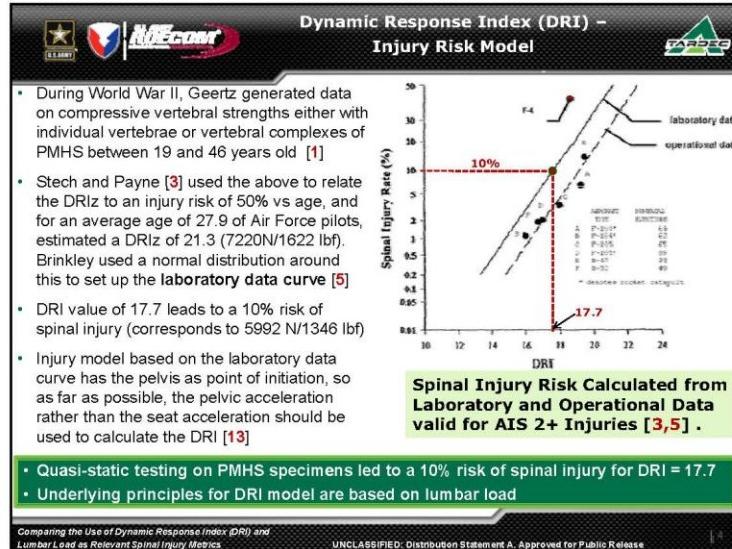
Lumbar Force = $k\delta$

Maximum Lumbar Force = $k\delta_{\max}$

Maximum Lumbar Force, when normalized by the weight $m \cdot g$, is called DRI

Comparing the Use of Dynamic Response Index (DRI) and Lumbar Load as Relevant Spinal Injury Metrics

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Compressive Lumbar Load (LL) – Mechanical Model

The diagram illustrates the HYBRID-III ATD, a mechanical model used for testing. It shows a seated dummy with various sensors and actuators. A detailed exploded view of the lower torso assembly highlights the lumbar spine, load cell, and accelerometers. Labels include: HYBRID-III ATD [23], Spine, Lumbar spine, Load Cell, Accelerometer, PELVIS, LUMBAR SPINE, and various force measurements like 10000 N, 78051 N, etc.

Part 572 Hybrid-III Lower Torso Assembly [23]

Lumbar Force measured here is a "direct" representation of lumbar response/injury

Comparing the Use of Dynamic Response Index (DRI) and Lumbar Load as Relevant Spinal Injury Metrics

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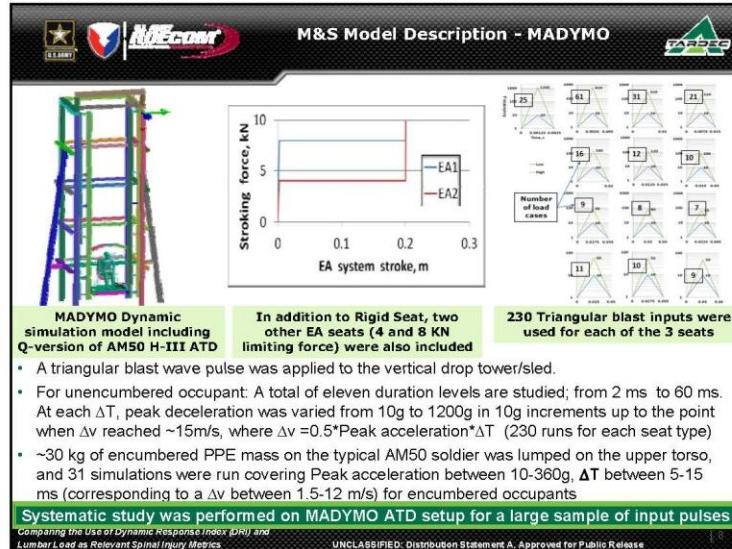
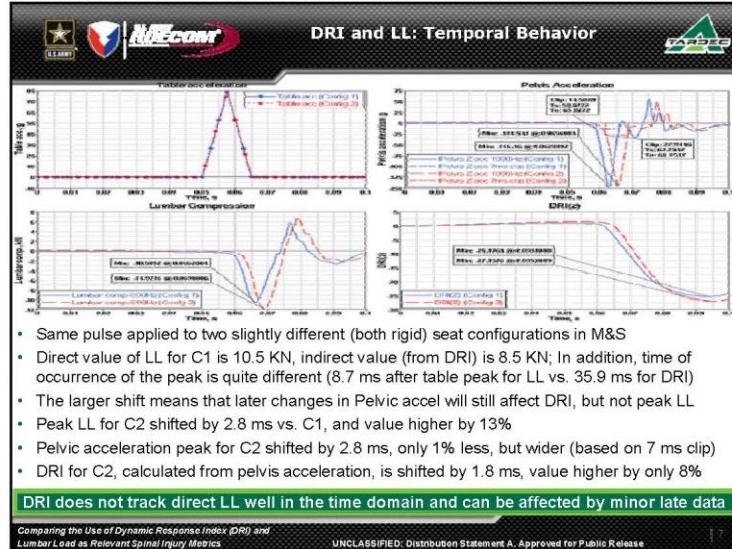
Compressive Lumbar Load (LL) – Injury Risk Model

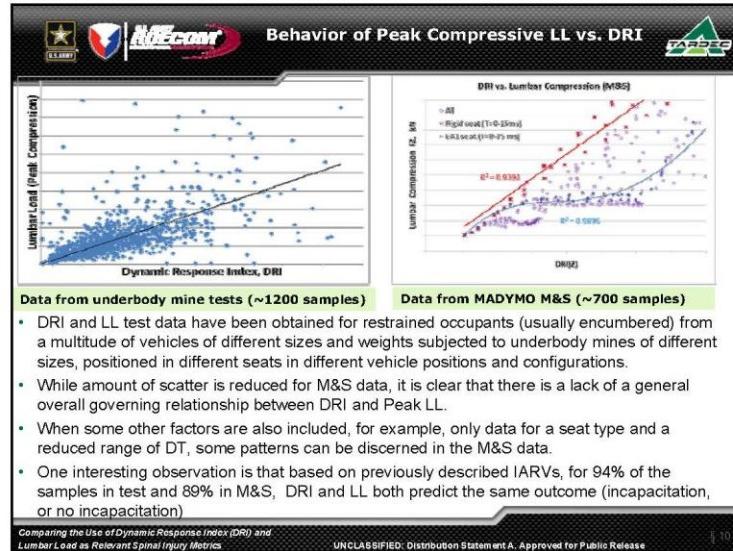
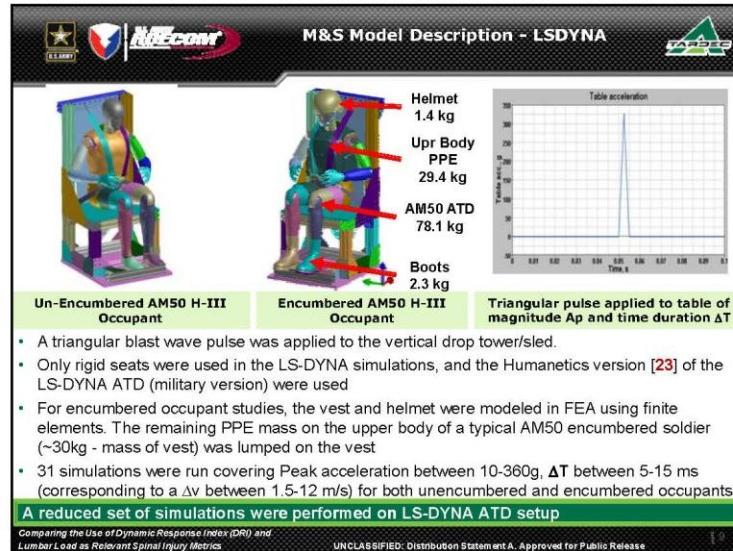
Source	Chandler [7,10]	Tremblay [24], Ripple [25]	Mertz [18,21,22,12]
Approach	<ul style="list-style-type: none"> Proposed for aircraft seats Derived a compression force criterion by correlating the DRI and maximum compressive force measured on a H-II lumbar load spine cell in 12 tests 1500 lb / 6675 peak-value corresponds to a DRI of ~19 Adopted by FAA Regulations in Title 49 CFR 572 	<ul style="list-style-type: none"> Proposed by Tremblay based on Ripple and Mundie's paper, but that paper doesn't specify any tolerance values, so no clear rationale NATO TO-TR-ML-000 suggests that these criteria arise from Mertz criteria [18] for a scaling factor of 3.4-3.8, which also does not match the paper. Perhaps Tremblay meant to refer to Allem [9], who also refers to a factor 3.4 that was used on Mertz's neck data in estimating 6675 N for peak lumbar load 	<ul style="list-style-type: none"> Tolerance curves for compressive neck loading in high school football players and the adult populace using a H-II ATD instrumented with a smooth head impacted by a striking block Scaling factor from neck to lumbar, based on waist and neck dimensions Limiting force rationale (ratio applied to large-duration value); more conservative in mitigating lumbar spine injuries
ATD	H-II Straight Lumbar Spine	Unknown	H-III Curved Lumbar Spine
Peak LL Criterion (C)	1500 lb / 6675 N	1500 lb / 6673 N	1258 lb / 5598 N

Different approaches, but they lead to similar injury criteria for Compressive Lumbar Load

Comparing the Use of Dynamic Response Index (DRI) and Lumbar Load as Relevant Spinal Injury Metrics

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Mechanical Model for DRI of Encumbered Occupant (DRI')

M corresponds to the weight to be added to m in DRI calculator to account for encumbrance on upper body of occupant. It is usually only a fraction of the actual physical weight of the encumbrance.

	Unencum	Encum #1	Encum #2
m	m	$m+M$	$m+M$
k	k	k	k
c	c	c	c
ω_n^2	k/m	$k/(m+M)$	$k/(m+M)$
DRI	$\frac{\omega_n^2 \delta_{max}}{g}$	$\frac{\omega_n^2 \delta'_{max}}{g}$	$\frac{\omega_n^2 \delta''_{max}}{g}$
	$=$	$=$	$=$
	$(k \cdot \delta_{max})$	$(k \cdot \delta'_{max})$	$(k \cdot \delta''_{max})$
	mg	mg	$(m+M)g$
IARV	17.7	17.7	$\frac{17.7}{(1+M/m)}$
RI = DRI / IARV	$\frac{k \cdot \delta_{max}}{17.7 \cdot mg}$	$\frac{k \cdot \delta'_{max}}{17.7 \cdot mg}$	$\frac{k \cdot \delta''_{max}}{17.7 \cdot mg}$

Example: M=30.4 kg

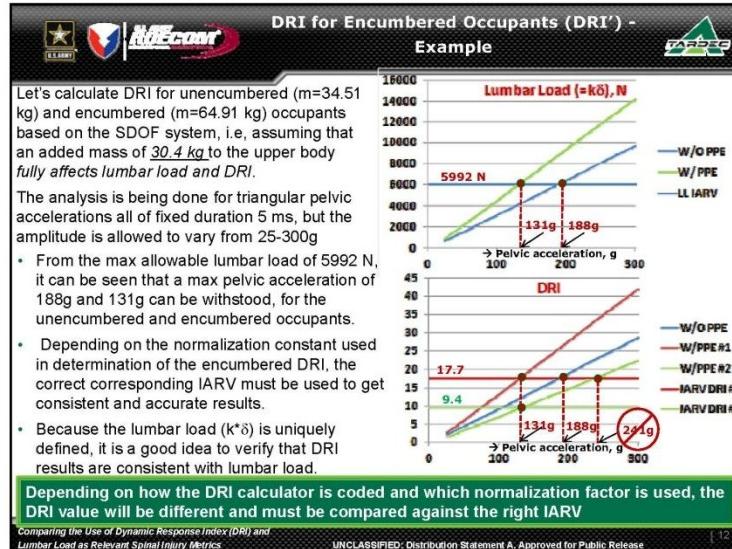
	Unencum	Encum #1	Encum #2
m, kg	34.51	64.91	64.91
k, N/m	9.66E4	9.66E4	9.66E4
c, Ns/m	818.1	818.1	818.1
ω_n^2	2799.2	2799.2	1488.2
DRI	285.34*	285.34*	151.86*
	δ_{max}	δ'_{max}	δ''_{max}
IARV	17.7	17.7	9.4
RI = DRI / IARV	16.1*	16.1*	16.1*

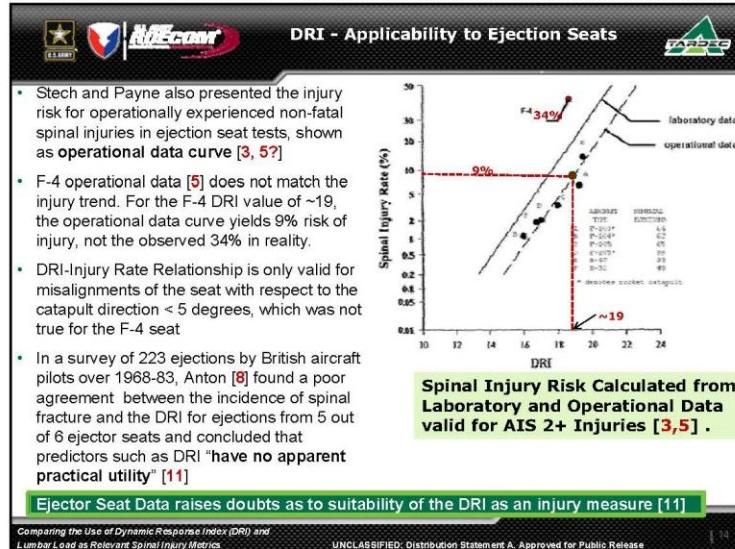
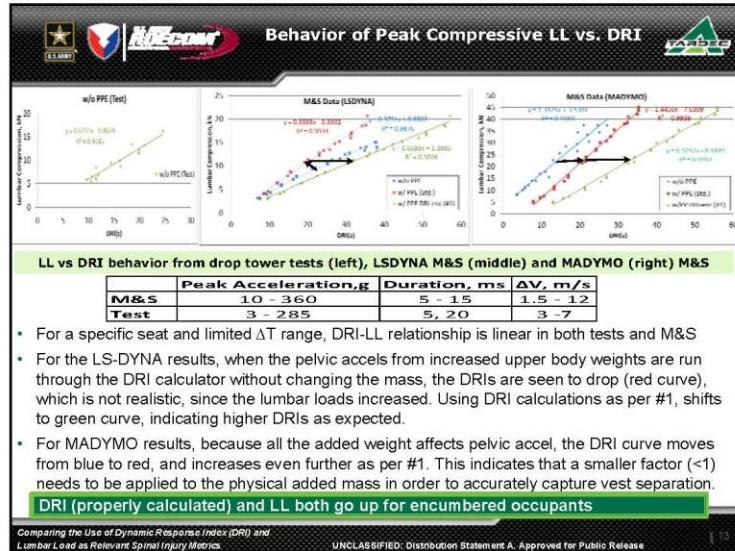
* The Mass quantity in the DRI SDOF calculator MUST be increased to compensate for the encumbrance (actual factor to be used (<1) on added mass is under review)

• Approach #1 is strongly preferred since the familiar IARV values (17.7) are still the same

Lumbar Load as Relevant Spinal Injury Metrics

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   DRI – Other Known Issues 

- The curved lumbar spine is incorporated in H-III ATD to replicate typical seated automotive occupant positions in military vehicle applications. This results in a misalignment of the accelerometer axes and the lumbar spine by about 21°. The DRI, which by definition, assumes a straight lumbar spine, deviates in this case from its intent to be an indicator of lumbar force.
- The DRI represents a whole body motion criterion which represents a load criterion instead of an injury criterion. Load criteria are based on physical parameters which specify an external load on the human body (e.g. footplate intrusion), whereas injury criteria are established with physical parameters which describe the biomechanical response of the human body or its surrogate [14]. Neck and Lumbar loads are examples of injury criteria.
- The DRI model is based on unconstrained motion of a single constant reaction lumped mass. Restraint systems impede the vertical motion, especially for mine blast seats which extend the loading duration. The reaction mass is increasingly constrained during the duration of blast response. Because the model treats the whole body as a lumped mass, the seat geometry and restraints used in the test data are critical to achieve the same results [9].
- As noted in [13], the physical parameter which affects fracture is always force. Using a model which is based on another physical parameter causes less accuracy and can lead to contradictory results.
- Even though the DRI model is based on single-degree-of-freedom vibration, it has been found [11] that even for continuous vibration, at frequencies > 8.4 Hz, the response tends to decrease in proportion to freq², so the predicted stress on the spine decreases at 12 dB per octave. Consequently, when the DRI model is used for continuous sinusoidal motion, it erroneously indicates that excessively high accelerations are permissible at high frequencies.
- The DRI model lacks fidelity in regards to gender, weight, anthropometrics and age.

Comparing the Use of Dynamic Response Index (DRI) and Lumbar Load as Relevant Spinal Injury Metrics UNCLASSIFIED: Distribution Statement A. Approved for Public Release | 15

   DRI – Other Known Issues (contd) 

- In several mine protection trials, seat acceleration data have shown to have a high variation and a lack of reproducibility [13]. Although the DRI SDOF system is comparable to a filter and tends to smooth out the input acceleration, the variation of the seat acceleration input has a negative impact on the reproducibility of the DRI data. An apparent advantage that the DRI measure has, in that it can still be computed when ONLY the seat acceleration data is available, tends to get neutralized by the above finding.
- Additional helmeted and vest masses may cause the natural frequency and damping characteristics of the human to change, invalidating the model [9].
- The assumption of linearity of the DRI model is highly unrealistic. It has been shown [16] that the frequency characteristics of the upper human body are distinctly different at low and high amplitude accelerations. Furthermore, the same paper also points out that *in vitro* compression testing of L1-L2 spinal units have indicated a non-linear force-displacement curve. Such non-linear characteristics have been and can be easily incorporated into the ATD models and hardware for determination of more accurate lumbar loads.
- The simplified assumption of a single mass, stiffness, and damping value, and reliance on pelvic or seat acceleration over the full time duration, leads to the undesired behavior of the DRI being affected by late peaks and valleys in the input acceleration, significantly after the effect of the blast load has already occurred.
- The DRI, by the nature of its very definition, has limited number of variables that can be changed to account for any new research findings on lumbar spine behavior. In contrast, the continued development of end-to-end, full system underbody blast tools [15] and the determination of the LL from an detailed ATD provides a much better "upgrade path" to accommodate new emerging data and predict lumbar spine injuries.

Comparing the Use of Dynamic Response Index (DRI) and Lumbar Load as Relevant Spinal Injury Metrics UNCLASSIFIED: Distribution Statement A. Approved for Public Release | 16

Summary / Conclusions

- DRI has the attraction of being an apparently simple, tangible model which clearly had **high utility before the advent of detailed ATDs** that could produce reproducible results in controlled testing.
- While DRI can be calculated when only seat accelerations are available and indeed may be the only injury measure that can be calculated in such a case (like when an ATD is not used), the **consistency and usefulness of such data is highly questionable** due to the variability in the seat accelerations.
- Human responses are highly nonlinear**, and to expect a simple linear model such as DRI to be capable of responding accurately to a wide range of shock amplitudes is highly unrealistic.
- DRI and LL responses are both dynamic, and the peak values may even be in the ball-park, but DRI lags far behind as to when the peak occurs due to the use of only one frequency characteristic. This can lead to unrealistic consequences where later changes in pelvic acceleration can affect the DRI.
- There is a **lack of any kind of overall general correlation** between DRI and LL.
- Requiring pelvic accelerations for **accurate DRI calculations means ATD is required**. In which case, the lumbar load can be directly measured and compared against its IARV.
- Calculating DRI for encumbered occupants can be **tricky** in that while it is clear that the increased mass increases the lumbar load, what factor to use on the actual physical mass is still not clear. Also, it is recommended that if DRI is used at all, that it be determined using the **standard normalization constant** so that the familiar DRI values are still preserved.
- The availability of force-based IARV injury criteria on **direct measurements such as lumbar load**, makes them highly attractive as candidates for incapacitation assessment for the lumbar region.

Too simple. Too many assumptions. Too many questions.... DRI had an important role 50 years ago in the evolutionary timeline, but has since largely outlived its utility

..... Time to move to a more "direct" injury measure (Lumbar Load from detailed ATDs)

Comparing the Use of Dynamic Response Index (DRI) and Lumbar Load as Relevant Spinal Injury Metrics

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GLOSSARY / ACRONYMS

AIS	Abbreviated Injury Scale
AM50	American Male 50 th Percentile
APG	Aberdeen Proving Grounds, Maryland
ARL	Army Research Laboratory
ATD	Anthropomorphic Test Device
ATFC	Army Test and Evaluation Center
COTS	Commercial-off-the-Shelf
DOF	Degree of Freedom
FEA/FEM	Finite Element Analysis/Method
g	acceleration due to gravity
H.II / H-III	Hybrid-II or Hybrid-III ATD
kg	Kilogram, unit of mass; 1kg ~ 2.204 lb
lb/lbf	pounds, pounds of force; 1lbf ~ 4.45 N
IARV	Injury Assessment Reference Value
LL	Lumbar Load
LSDYNA	COTS structural dynamics software from LSTC, CA
LSTC	Livermore Software Technology Corporation, CA
ms	msec, milliseconds, unit of time (1 ms = 0.001 second)
M&S	Modeling & Simulation
MADYMO	Mathematical DYnamic MOdels (COTS software from TNO)
N	Newtons, unit of force, 1 N ~ 0.22472 lbf
OCP	Occupant-Centric Platform
PMHS	Postmortem Human Specimens
R&D	Research & Development
RDECOM	Research, Development and Engineering Command
RI	Relative Injury Index = Injury Value / IARV
SimBRS	Simulation-Based Reliability and Safety
SDF	Single Degree-of-Freedom
SLAD	Survivability and Lethality Analysis Directorate in ARL
TARDEC	Tank Automotive Research, Development and Engineering Center
T&E	Test & Evaluation
UBM	Underbody Blast Modeling/Methodology
WMRD	Weapons and Materials Research Directorate in ARL

Comparing the Use of Dynamic Response Index (DRI) and Lumbar Load as Relevant Spinal Injury Metrics

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ACKNOWLEDGMENTS / DISCLAIMER

ACKNOWLEDGMENTS

The authors would like to thank the Blast Protection for Platforms and Personnel Institute (BP3I) program managed by ARL/WMRD and the HPC Modernization Office, for the partially funding of this project. The authors also gratefully acknowledge physical test data provided by Mr Craig Barker/Mr Brian Benesch of ARL/SLAD, and Mr Ami Frydman of ARL/WMRD. We express our gratitude to Dr. Harold (Bud) Mertz for reviewing this material and providing valuable feedback.

This material is based on R&D work partially supported under Contract No. W56HZV-08-C-0236, through a subcontract with Mississippi State University (MSU), and was performed for the Simulation Based Reliability and Safety (SimBRS) research program. Any opinions, finding and conclusions or recommendations in this paper are those of the authors and do not necessarily reflect the views of the U.S. Army TACOM Life Cycle Command.

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23. Humanetics Innovative Solutions, *Hybrid-III 50th Male Dummy*, 78051-218-H, FMVSS208, 49CFR Part 572, Subpart E, *Hybrid-III 50th Male Dummy Parts Catalog*, Rev. 4, July 2013

24. Tremblay, J., Bergeron, D.M., Gonzalez, R., *Protection of Soft-Skinned Vehicle Occupants from Landmine Effects*, The Technical Cooperation Program (TTCP), WPN/TP-1, KTA 1-29, August 1998

25. Ripple, G.R. and Mundie, T.G., *Medical Evaluation of Nonfragment Injury Effects in Armored Vehicle Live Fire Tests*, ADA233058, Walter Reed Army Institute of Research (WRAIR), D.C., USA, 1989

Comparing the Use of Dynamic Response Index (DRI) and Lumbar Load as Relevant Spinal Injury Metrics

UNCLASSIFIED Distribution Statement A: Approved for Public Release

23

The slide features the US Army RDECOM logo at the top left and the text 'U.S. Army Research, Development and Engineering Command' to its right. Below this is a dark red banner with white text. The banner contains the title 'Developing an Empirical Model to Estimate Tibia Injury', the subtitle 'Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading', and the date 'January 8, 2014'. To the right of the banner is the ARL logo. Below the banner, the slogan 'TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.' is centered. Three contact details are listed in columns: Brian Benesch (ARUSLAD/EAB (SURVICE Engineering), email: Brian.a.benesch.ctd@mail.mil, phone: 410-278-9183), Joseph Collins (ARUSLAD/SEB, email: Joseph.c.collins93@mail.mil, phone: 410-278-6832), and Joseph O'Bruba (ARUSLAD/EAB (SURVICE Engineering), email: Joseph.g.o;bruba@mail.mil, phone: 410-278-7497). A small rectangular box at the bottom right of the slide contains the text: 'Approved for public release; distribution is unlimited. Requests for this document shall be referred to Director, U.S. Army Research Laboratory, ATTN: RDRL-SLB, Aberdeen Proving Ground, MD 21005-5068.'

The slide has a dark red header bar with the RDECOM logo on the left and the ARL logo on the right. Below the header is a white content area containing a bulleted agenda: '• Introduction', '• Approach', '• Results', '• Discussion', '• Caveats', and '• Conclusion'. At the bottom right of the white area, the slogan 'TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.' is visible.

ROECON Introduction ARL

Issue/background

- Under-body blast (UBB) can induce lower extremity fractures to seated occupants.
- The test and evaluation community currently lacks reduced-order (RO) tools capable of accurately and efficiently estimating these injuries.
- Assessing occupant injury from data from anthropomorphic test devices (ATDs) in live-fire (LF) tests is the most common method of evaluating occupant injury.
- But it is also important to interpret the vehicle's structural response in terms of injury-causing potential.

Objective

Can empirical models be developed to estimate lower-leg injuries based on structural response data?

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ROECON Approach: Test Data ARL

Overall approach: Perform a correlation analysis between floor accelerometer data and lower-leg responses of associated ATDs from LF test events.

- Fifty-two predictor metrics were associated with two response metrics
- Focused on the cases with the most complete datasets: *accelerometer mounted on a floor panel within approximately six inches of one or more of an ATD's feet where the ATD is fitted with combat boots and seated with normal hip and knee angles.*
- Test data was taken from over two hundred UBB events against vehicles.

Predictor	Response
Floor response	Assessed injuries

Four dataset variations:

- Raw
- Filtered
- Raw+adjusted
- Raw+adjusted & adjusted

Metric:

- Peak acceleration
- Peak velocity
- Floor response metric
- 4th wave
- Effed-w-G
- Effed-w-G raw
- 10% Effed-w-G
- Sine wave avg. acceleration
- Triangle wave avg. acceleration
- Angular position
- Rigid body velocity
- Local velocity
- Local displacement
- Global displacement

Output (lower-leg response):

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Approach: Correlation Analysis

• Simple linear regression analyses conducted for one- (linear) and two-predictor (quadratic) models as a function of each response

- Coefficient of determination, R^2 , was calculated for each model
- Prediction intervals (PIs) calculated around the models using a student t-distribution of the data
- Response plots (actual versus model) generated

 • Logistic regression analyses performed to identify the probability of exceeding the injury threshold value (confidence intervals calculated as well).

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Results: Predicting Force and RTI

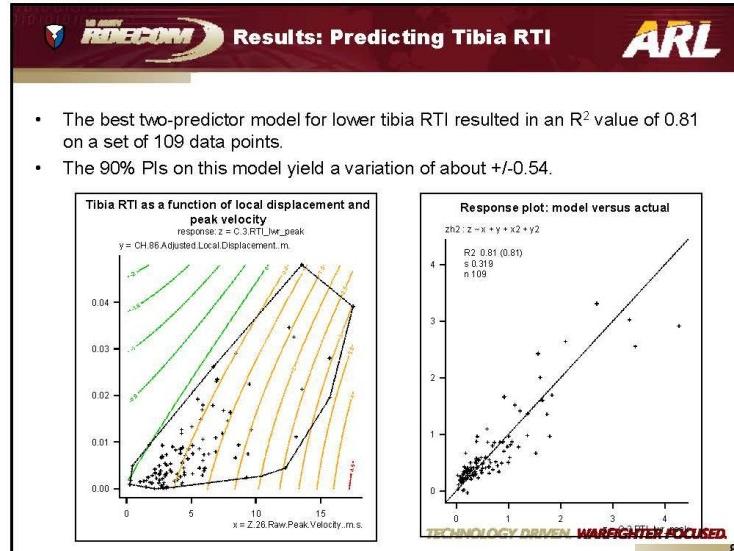
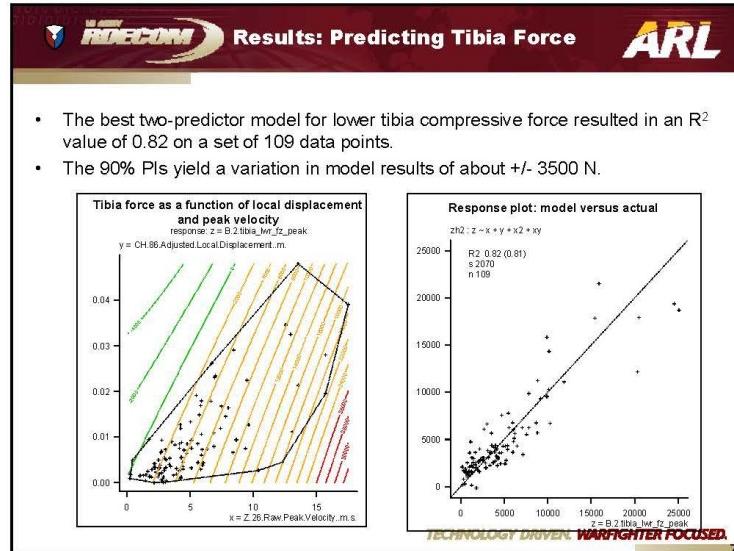
• Quadratic models with predictors, *raw peak velocity* and *adjusted local displacement*, were found to yield the best relationship with lower tibia compressive force and RTI.

• The model to estimate lower tibia force and RTI is described by:

$$z = \mathbf{v}^T \mathbf{b} \pm \gamma s \sqrt{1 + \mathbf{v}^T \mathbf{U} \mathbf{v}}$$

- \mathbf{v} is a vector of model terms (combination of $x = \text{raw peak velocity}$ and $y = \text{local displacement}$)
- \mathbf{b} is a coefficient vector
- \mathbf{U} is a matrix of variance components
- The form of the equation is consistent between the two injury types and the model terms, \mathbf{v} , are the same, but the values of \mathbf{b} and \mathbf{U} depend on the injury type (the specific values for each injury type are in the back-up)
- The term following the +/- symbol represents the prediction interval where γ is the critical value for a *t*-distribution given the degrees of freedom equal to 104.

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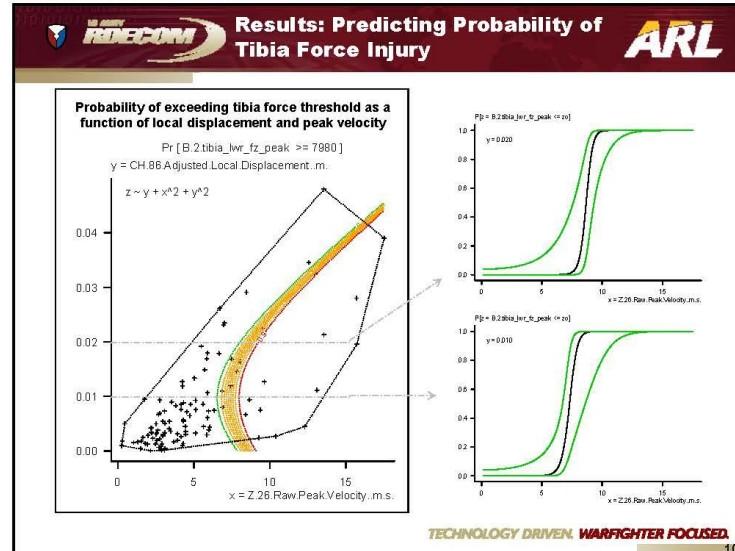
Results: Logistic Regression

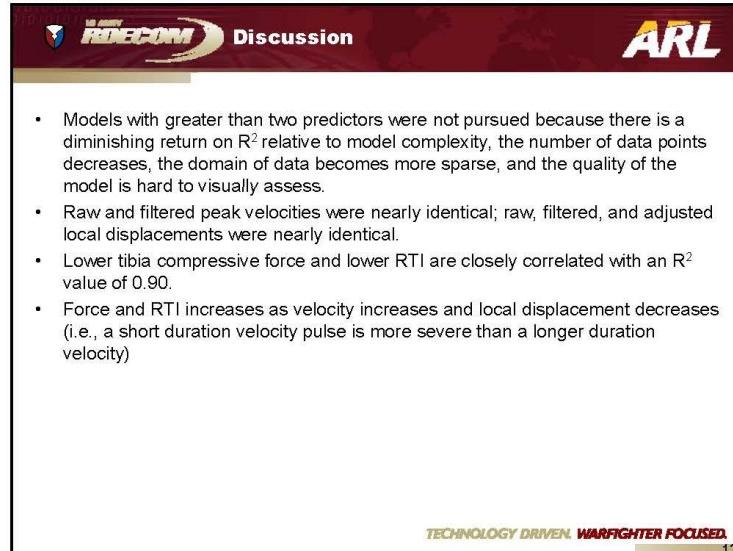
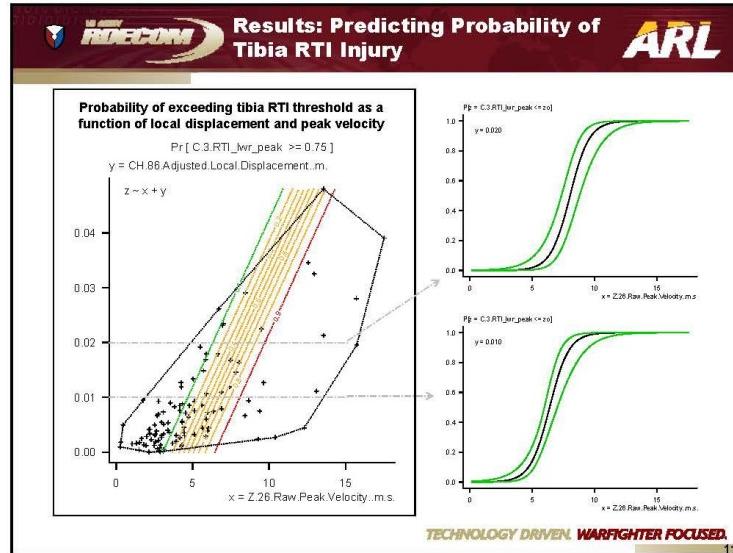
- The logistic regression analysis for the best two predictors was performed based on the compressive force and RTI values relative to their appropriate injury threshold.
 - Tibia force: {no-injury < 7980 N ≤ injury}
 - Tibia RTI: {no-injury < 0.75 ≤ injury}
- The model to estimate the probability of exceeding the injury threshold is described by:

$$P(z > z_o) = \left(1 + e^{-\mathbf{v}^T \mathbf{b} \pm \gamma \sqrt{\mathbf{v}^T \mathbf{U} \mathbf{v}}} \right)^{-1}$$

- \mathbf{v} is a vector of model terms (combination of x = raw peak velocity and y = local displacement)
- \mathbf{b} is a coefficient vector
- \mathbf{U} is a matrix of variance components
- The form of the equation is consistent between the two injury types and the model terms, \mathbf{v} , are the same, but the values of \mathbf{b} and \mathbf{U} depend on the injury type (the specific values for each injury type are in the back-up)
- The term following the \pm symbol represents the prediction interval where γ is the critical value for a t-distribution given the degrees of freedom equal to 104.

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Caveats

- In order to utilize the empirical models, predictor data should be comparable to that obtained from floor-mounted accelerometers placed in armored ground vehicles subjected to an under-body blast.
 - The velocity and local displacement should lie within the dashed boundary lines shown in many of the earlier plots.
 - Using these models with predictor data different than this would be considered extrapolation.
- The results of these models provide estimates of lower leg injury responses for ATDs with booted feet placed flat on the same floor panel as the accelerometer, within about six inches of the accelerometer, and with the ATD hip and knee angles in normal positions.

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Conclusion

- Empirical models were developed to estimate lower tibia compressive force and RTI injuries as a function of floor accelerometers' peak velocity and local displacement.
- These models can also serve as methods to assess severity of floor response from an under-body blast in terms of lower-leg injury potential and, at the very least, indicate the significance of peak velocity and local displacement to lower-leg injury assessed using ATDs.
- Future work will consist of performing controlled laboratory tests to further refine this correlation.

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Back-up: Variables for Empirical Models

Variables for Predicting Lower Tibia Compressive Force

$$\mathbf{b} = [127.64 \quad 771.25 \quad -127940 \quad 62.27 \quad -12767.2]$$

$$\mathbf{v} = \begin{bmatrix} 1 \\ x \\ y \\ x^2 \\ xy \\ y^2 \end{bmatrix} \quad \mathbf{U} = \begin{bmatrix} 0.08677 & 0.0288 & 1.958 & 0.00176 & -0.203 \\ -0.0288 & 0.0157 & -3.485 & -0.00116 & 0.3382 \\ 1.958 & -3.484 & 1767.4 & 0.3125 & -165.07 \\ 0.00176 & -0.00116 & 0.3125 & 0.0001 & -0.0349 \\ -0.203 & 0.3382 & -165.07 & -0.0349 & 18.095 \end{bmatrix}$$

$$s = 2074.28 \quad d = 104$$

Variables for Predicting Lower Tibia RTI

$$\mathbf{b} = [0.0268 \quad 0.9719 \quad -17.961 \quad 0.00944 \quad -588.26]$$

$$\mathbf{v} = \begin{bmatrix} 1 \\ x \\ y \\ x^2 \\ y^2 \end{bmatrix} \quad \mathbf{U} = \begin{bmatrix} 0.0845 & -0.02542 & 0.3422 & 0.00159 & -6.852 \\ -0.02542 & 0.0118 & -1.957 & -0.000664 & 44.659 \\ 0.3422 & -1.957 & 124.06 & 0.000333 & -29164.7 \\ 0.00159 & -0.000664 & 0.09033 & 0.000436 & -2.767 \\ -6.852 & 44.659 & -0.000282 & -2.767 & 808332.9 \end{bmatrix}$$

$$s = 0.318642 \quad d = 104$$

Variables for Probability of Lower Tibia Compressive Injury

$$\mathbf{b} = [-15.297 \quad 834.75 \quad 0.2119 \quad -0.00043]$$

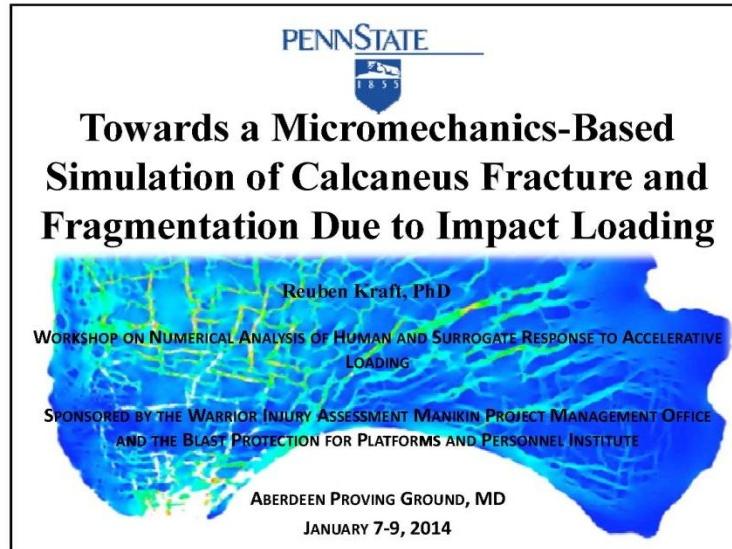
$$\mathbf{v} = \begin{bmatrix} 1 \\ x \\ y \\ x^2 \\ y^2 \end{bmatrix} \quad \mathbf{U} = \begin{bmatrix} 49.57 & -0.00342 & -0.5736 & 151068 \\ -0.00342 & 296938 & 27.758 & -10677040 \\ -0.5736 & 27.758 & 0.00985 & -1857.5 \\ 151068 & -10677040 & -1857.5 & 493288236 \end{bmatrix}$$

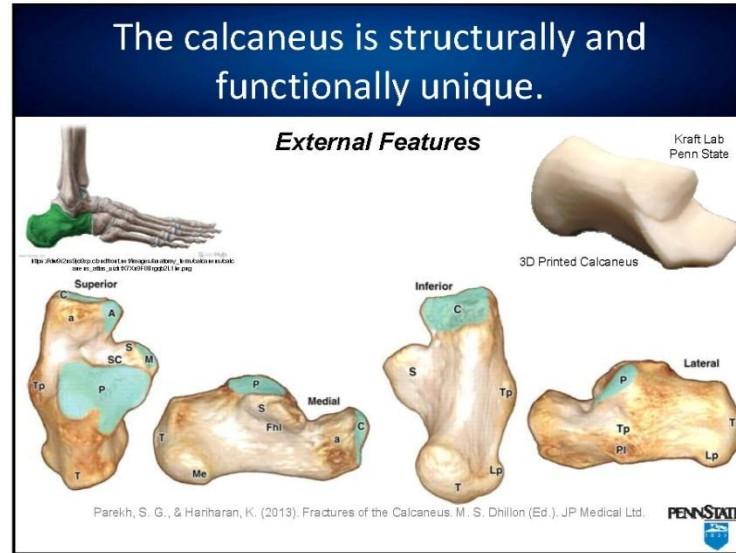
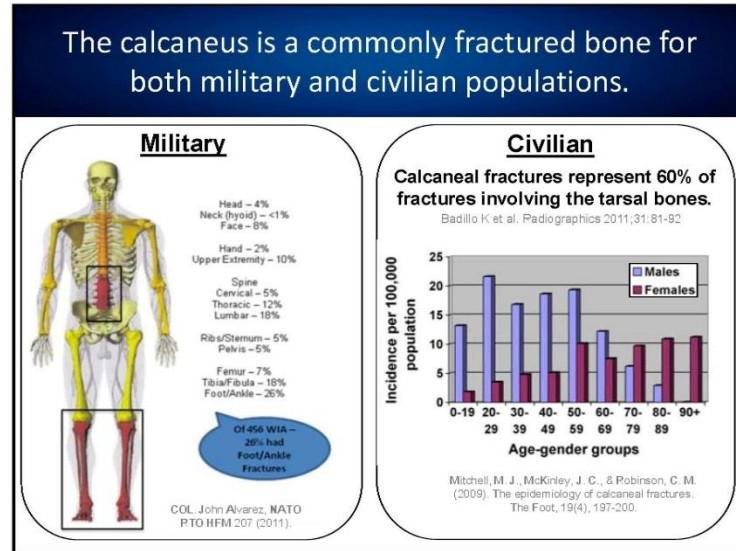
Variables for Probability of Lower Tibia Compressive Injury

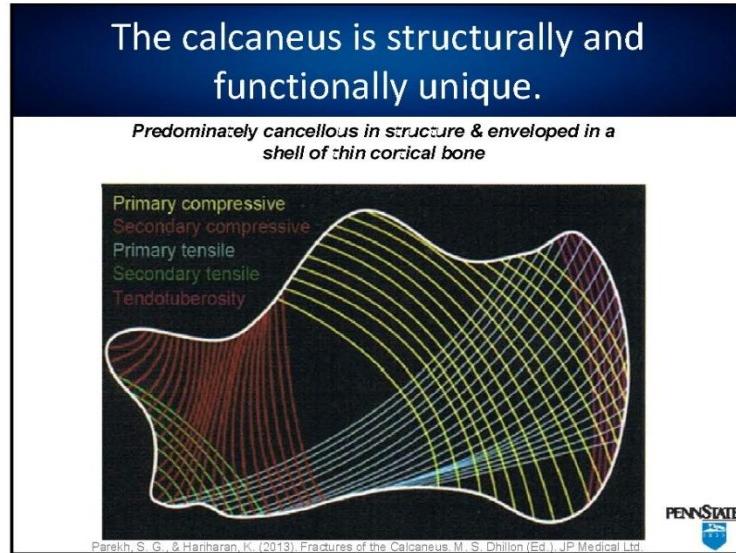
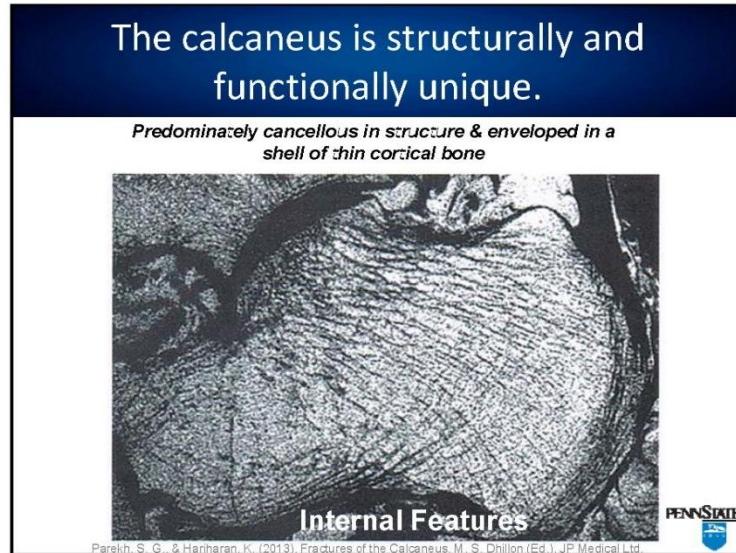
$$\mathbf{b} = [-6.1534 \quad 1.2949 \quad -212.03]$$

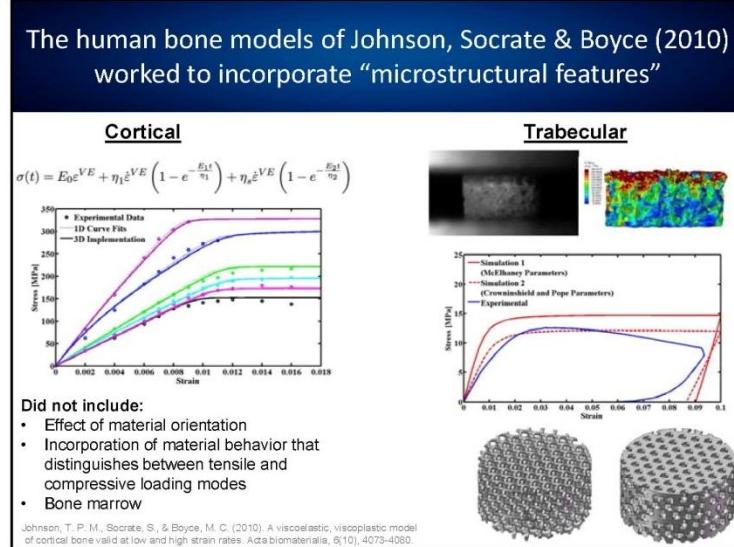
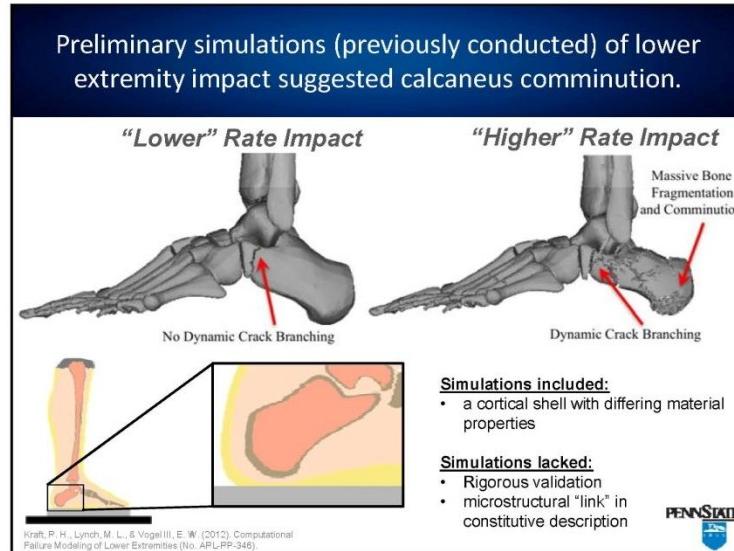
$$\mathbf{v} = \begin{bmatrix} 1 \\ x \\ y \end{bmatrix} \quad \mathbf{U} = \begin{bmatrix} 1.3389 & -0.302 & 49.076 \\ -0.302 & 0.08134 & -16.592 \\ 49.076 & -16.592 & 4787.091 \end{bmatrix}$$

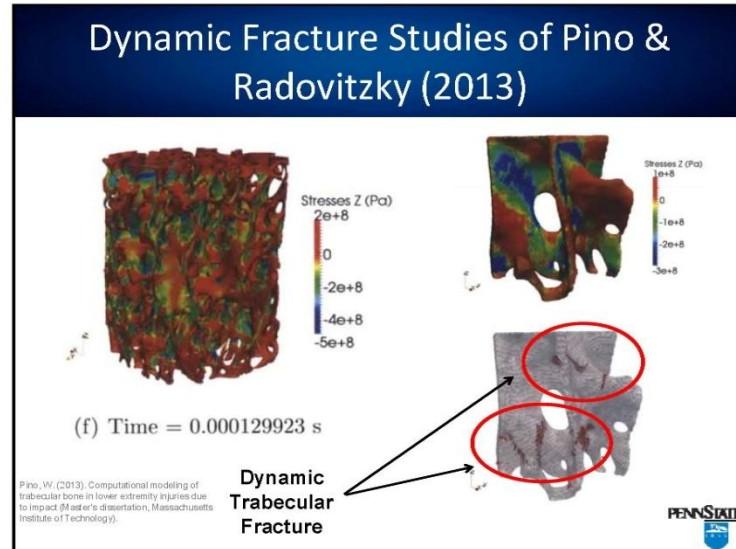
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Definitions of Various Microstructural Indices Should be Included in Damage Models

Microstructural Measure	Definition
Bone mineral density (MD)	2-D derivation of mineral density (g/cm ²) as derived by DEXA
Bone volume fraction (BV/TV)	Relative percentage of bone within 3-D Region of Interest (ROI)
Connectivity density (ConnD)	Quantification of relative connectedness of one trabeculae to the next
Structural model index (SMI)	Quantification of relative shape of trabeculae from rod-like to plate-like
Trabecular number (TbN)	Quantification of relative number of individual trabeculae within 3-D ROI
Trabecular thickness (TbTh)	Quantification of relative thickness of individual trabeculae within 3-D ROI
Trabecular separation (TbSp)	Quantification of relative spacing between individual trabeculae within 3-D ROI
Mean intercept length (MIL)	Quantification of the three-dimensional anisotropy of a 3-D ROI. These numbers provides eigenvectors based on the fabric tensor that defines the principal direction of the ROI
Degree of anisotropy (DA)	Ratio of the largest to the smallest MIL value. It provides another way to quantify the relative anisotropy of the ROI

Two cadaveric calcanei were scanned with a industrial micro-CT

Universal HD-600 scanner:

- dual X-ray sources
- 1024 x 1024-pixel area detector with image intensifier
- continuously tiltable gantry for horizontal or vertical sample orientation
- The micro-focus source is an X-tek 235 kV, 235 watt tube with a minimum focal spot size of about 5 microns at 8 watts.
- The higher-power source is a Pantak 1600 watt sealed x-ray tube capable of 320 kV with the minimum focal spot of about 100 microns.
- capable of continuously variable magnification with pixel sizes approximately 1/1000 of the sample diameter.

Our measured cortical shell measurements are smaller then what is reported in literature

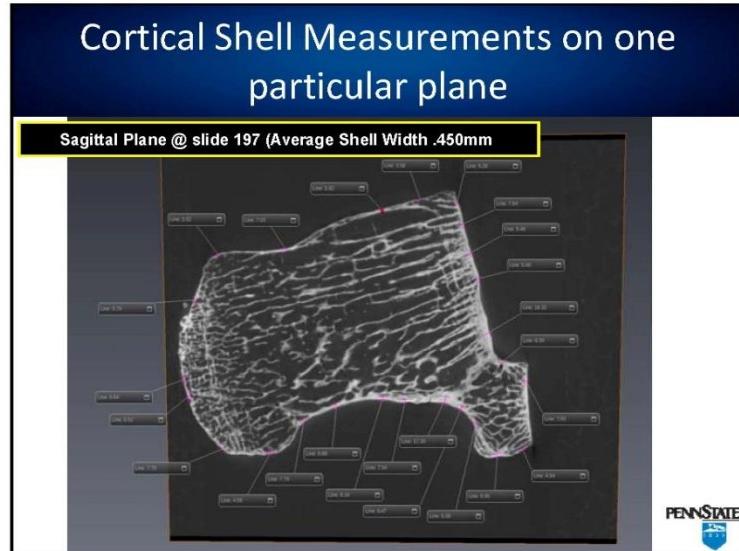
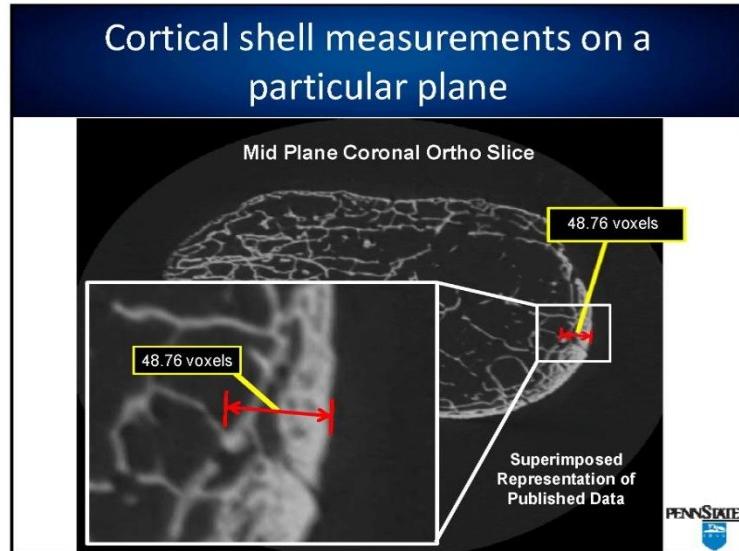
Distribution of Width Measurements

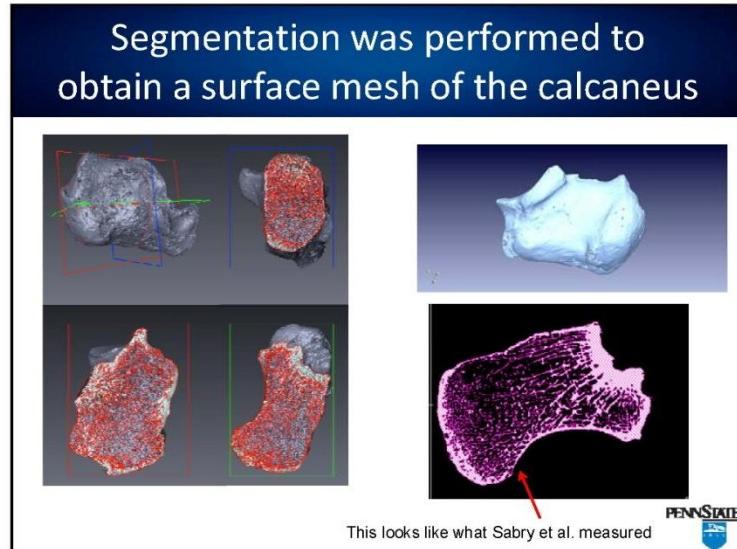
Average Overall Shell Width: 0.512 mm

	Male	Female	Total
Anterior Surface	2.2 + 0.3	2.1 + 0.2	2.15 + 0.1
Posterior Surface	3.6 + 0.1	3.0 + 0.3	3.3 + 0.2
Medial Surface	2.4 + 0.6	2.2 + 0.4	2.3 + 0.3
Lateral Surface	3.1 + 0.2	2.8 + 0.1	2.95 + 0.1

Average measured thickness: 2.675 mm

Sabry, Ebraheim, Mehalik, Rezcallah (2000)



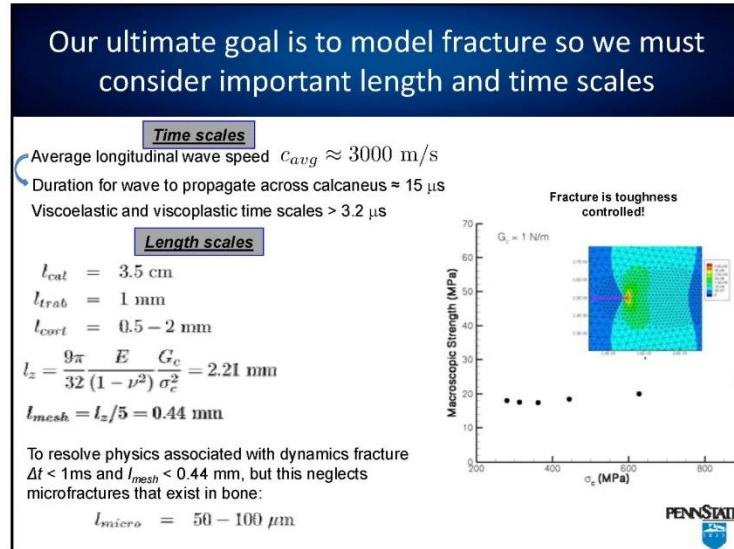
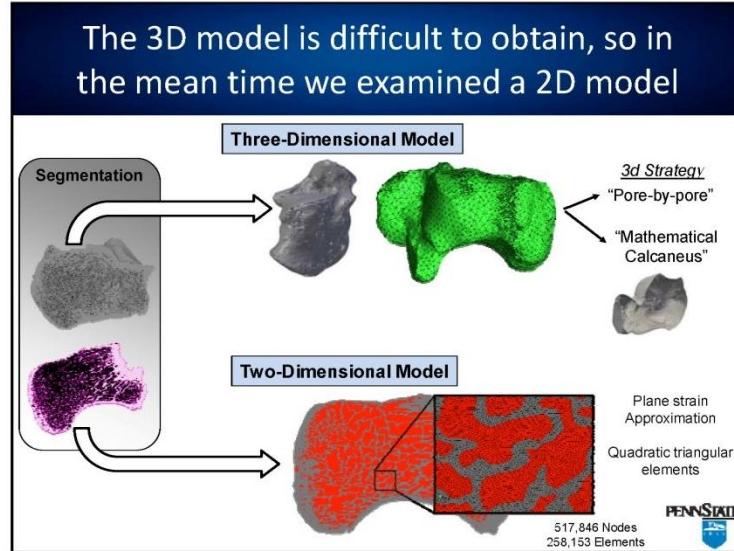


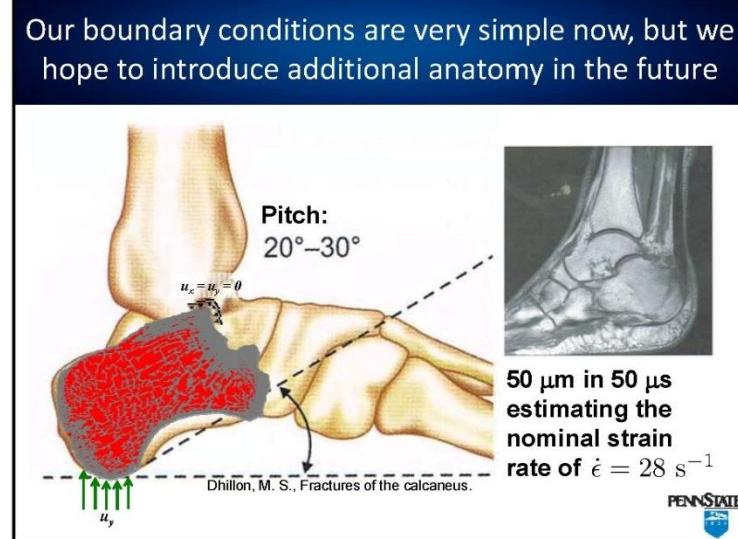
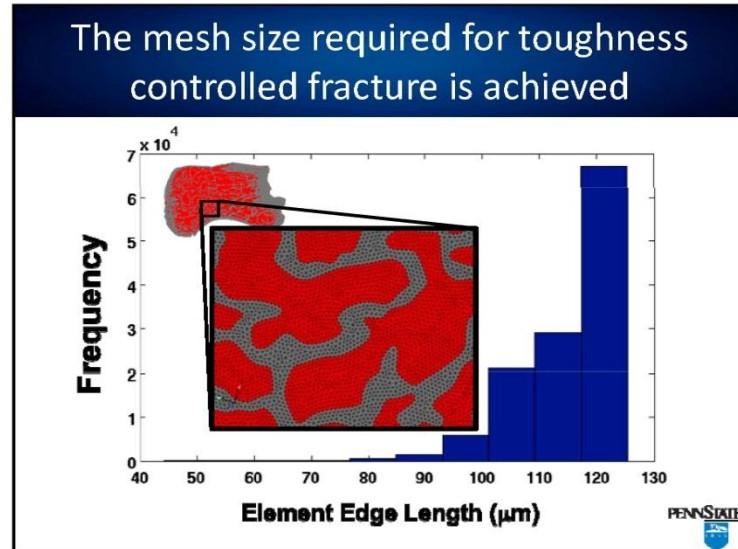
The influence of bone marrow on dynamic loading of bone is unclear

- Bone marrow mechanical environment can be completely defined by quantifying and characterizing the hydrostatic pressure, fluid flow induced shear and viscosity in natural and altered conditions.
Gurkan and Akkus. (2008). "The Mechanical Environment of Bone Marrow: A Review." Annals of Biomedical Engineering, Vol. 36, No. 12
- Three ways in which the marrow could function to strengthen the bone:
 - By pressing on the walls of the bone the marrow could prevent the bone from buckling.
 - By acting as a column in compression the marrow could support part of the load.
 - By viscous interaction with the trabeculae, the marrow could strengthen the trabecular bone.

Bryant, J. D. "The effect of impact on the marrow pressure of long bones *in vitro*." Journal of biomechanics 16.8 (1983): 659-665.

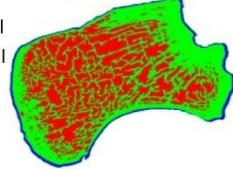
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So far we have examined three cases...

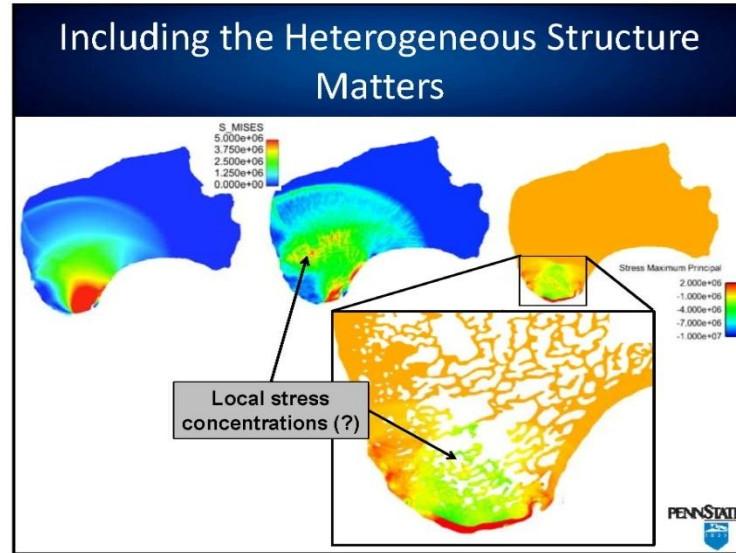
- Isotropic material, all with the same properties
- Heterogeneous material properties, but no cortical shell
- Heterogeneous material properties, with a cortical shell
 - Cortical bone
 - Trabecular bone
 - Bone Marrow



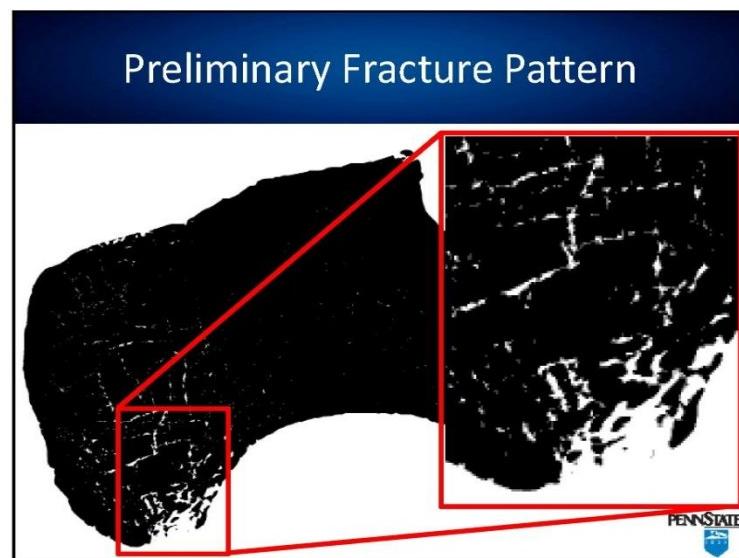
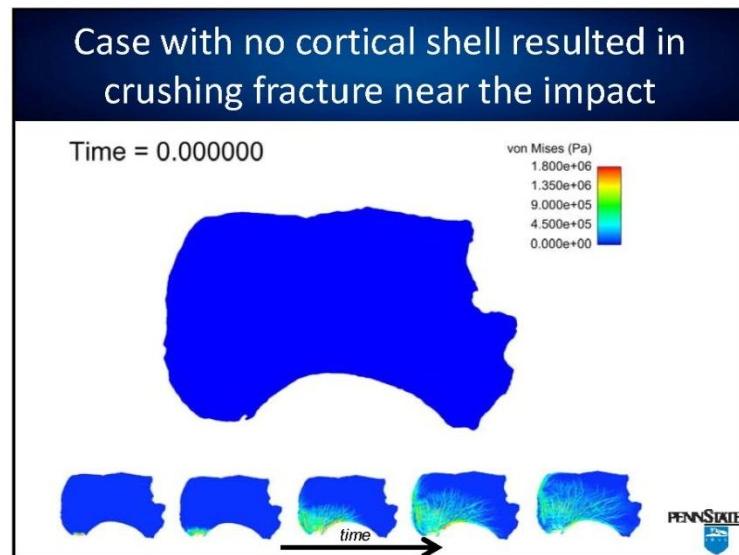
Cortical	Trabecular	Marrow
$\rho = 1810 \text{ kg/m}^3$	$\rho = 1400 \text{ kg/m}^3$	Density = 1000 kg/m^3
$E = 15 \text{ GPa}$	$E = 200 \text{ MPa}$	$K = 2.2 \text{ GPa}$ [3]
$v = 0.4$	$v = 0.45$	$v = 0.49$
$\sigma_c = 100 \text{ MPa}$	$\sigma_c = 10 \text{ MPa}$ [4]	
$K_{IC} = 5 \text{ MPa m}^{1/2}$ [2]	$K_{IC} = 0.5 \text{ MPa m}^{1/2}$ [1]	

[1] Cook, P. B., and P. Zoupos. "The fracture toughness of cancellous bone." *Journal of biomechanics* 42.13 (2009): 2054-2060.
 [2] Ural, Ani, et al. "The effect of strain rate on fracture toughness of human cortical bone: A finite element study." *Journal of the mechanical behavior of biomedical materials* 4.7 (2011): 1021-1032.
 [3] Gurkan, Umut Atakan, and Ozan Aksuks. "The mechanical environment of bone marrow: a review." *Annals of biomedical engineering* 36.12 (2008): 1978-1991.
 [4] Harrison, Noel M., et al. "Failure modeling of trabecular bone using a non-linear combined damage and fracture voxel finite element approach." *Biomechanics and modeling in mechanobiology*. (2013): 1-17.

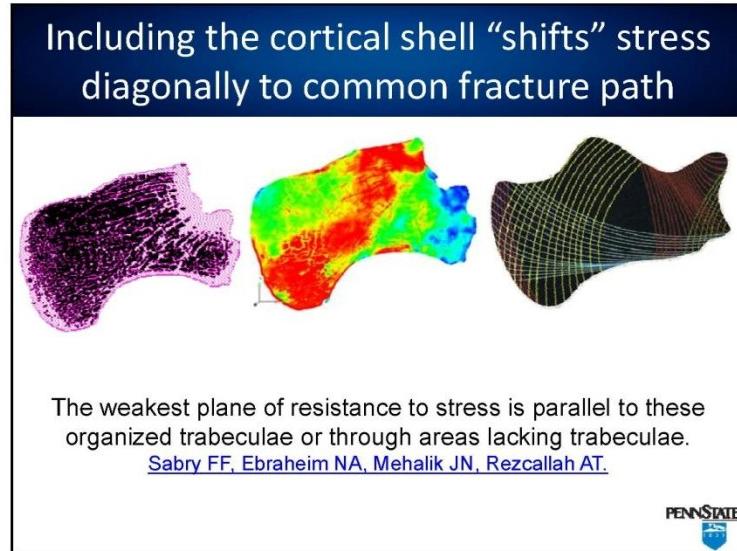
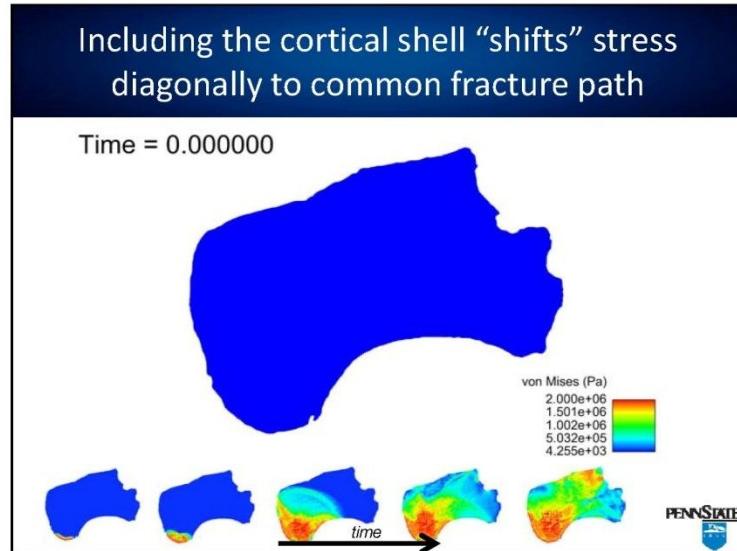
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In the near future, we will focus on the following areas...		
Continue to build 3D Model		two strategies: "pore-by-pore" and "mathematical calcaneus"
X-Ray Nanotomography		an anatomical study to examine critical calcaneal features
Anisotropic Measurements		measure and integrate anisotropic descriptions
Additional Anatomy		include additional anatomy that will improve our boundary conditions
Fracture and Fragmentation Modeling		improve our fracture modeling approaches

First things last: what do we hope to learn?

Some of our research questions include:

- How does the inclusion of anisotropic properties influence calcaneus fracture and fragmentation? Is the most important microstructural feature to include?
- What is the influence/importance of bone marrow in modeling the dynamic fracture of the calcaneus?

Our technical objectives include:

- Develop a high resolution model of calcaneus that other models could use or benefit from
- Capture qualitative fracture surfaces for lower rates of impact
- Could be used for injury and non-injury
- Could be used to study foot and ankle positioning and resulting fracture
- Could be used to understand and improve accelerative impact calcaneal fracture reconstruction. For example, how does the fracture surfaces and predicted reconstruction interfere with maintaining Bohler's angle.

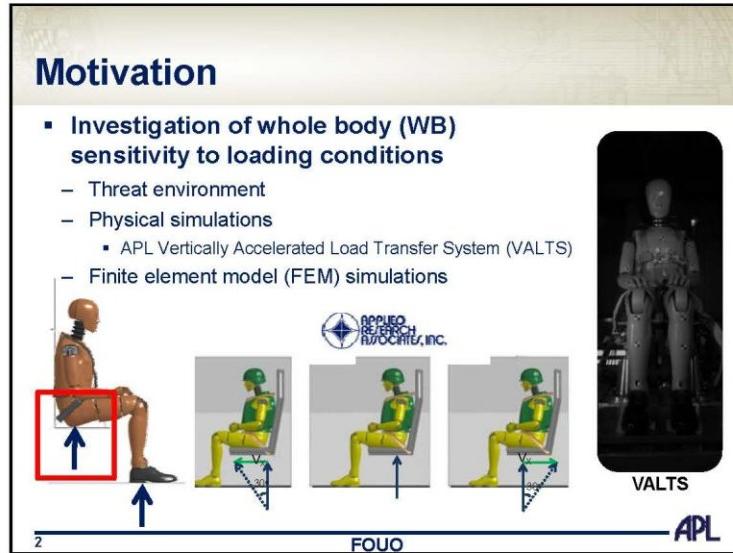
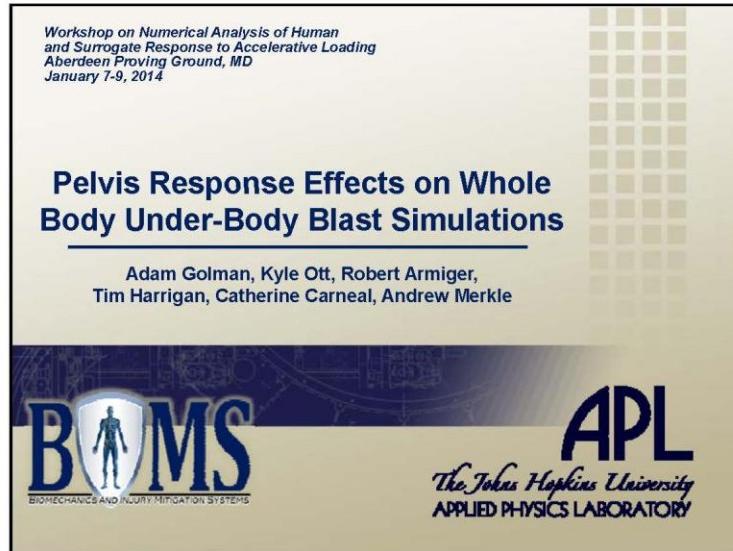




Thank You!

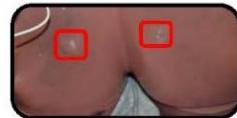
<http://www.mne.psu.edu/compbio>





Motivation

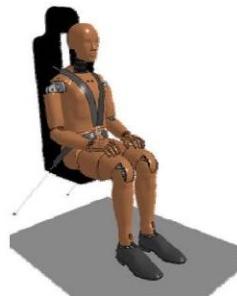
- Pelvic response, due to seat loading, significantly influences WB response
 - Mechanical linkage to body
 - Compliance
 - Loading conditions
- HIII pelvis not developed for nor durable in vertical loading
- Understanding effect of pelvis response important for ATD & human model development



APL

Objectives

- Use HIII FEM to characterize effects of pelvis-seat interaction on WB response
 - Inputs
 - Pelvis foam material properties
 - Floor & seat velocity pulses
 - Outputs
 - Kinematics
 - Pelvis acceleration & lumbar force
- Identify areas for ATD pelvis design improvement



APL

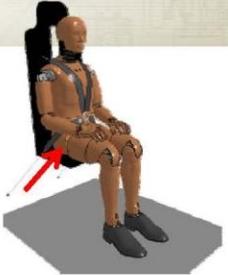
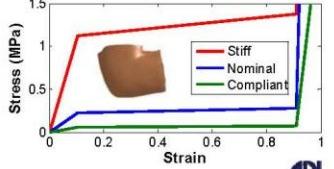
4

Methods

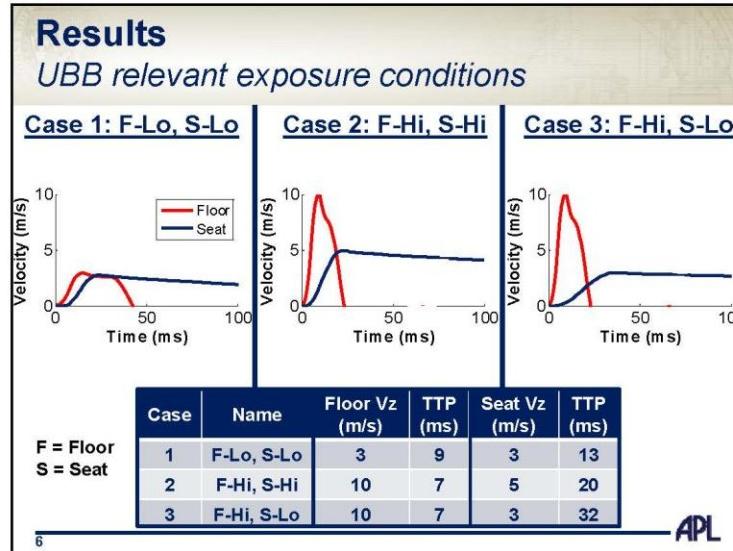
Model set up

- LSTC HIII FEM
- Rigid floor / seat
- 5 point belt (100 N preload)
- Varied pelvis material properties
 - Original LSTC HIII: *Mat_Viscous_Foam
 - Modification: *Mat_Low_Density_Foam
 - From LSTC ES-2re

Foam Mat Props	Scaling Factor
Compliant	1/4
Nominal	1
Stiff	5

5 APL



Methods

Positioning and initialization

- Positioned to reach target angles
- Simulation time = 500 ms
 - KE reaches steady state

1. Gravity load
 - Vertical loading
 - Pre-compress pelvis foam & spine
2. Belt pretension
 - 100 N
 - Pretensions lumbar spine
3. Raise floor
 - Positions legs & avoids penetration

Angle (deg)	Target
Heel	90
Knee	80
Hip	80
Frankfort	20

Time = 0

7

APL

Methods

Positioning and initialization

- Positioned to reach target angles
- Simulation time = 500 ms
 - KE reaches steady state

1. Gravity load
 - Vertical loading
 - Pre-compress pelvis foam & spine
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 - Positions legs & avoids penetration

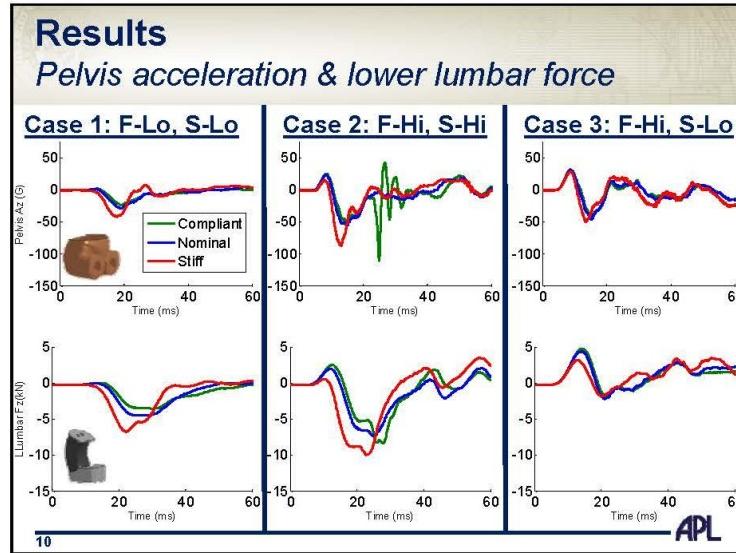
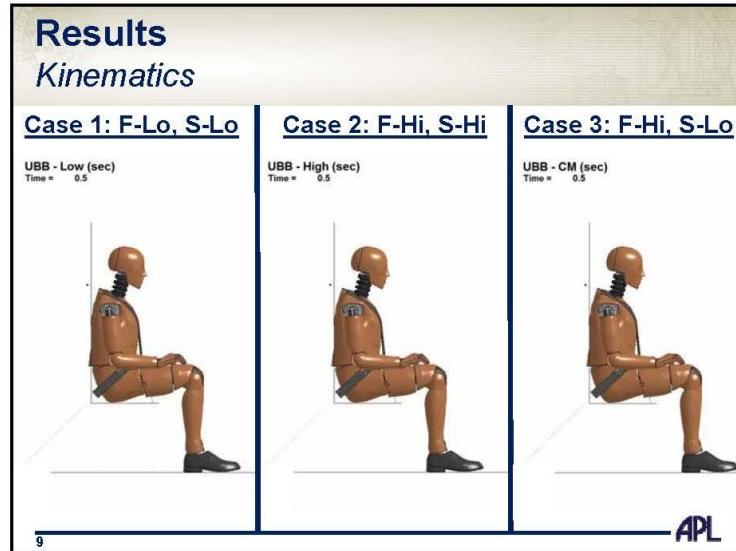
Angle (deg)	Target	FEM	Diff
Heel	90	89	-1
Knee	80	80	0
Hip	80	82	2
Frankfort	20	16	-4

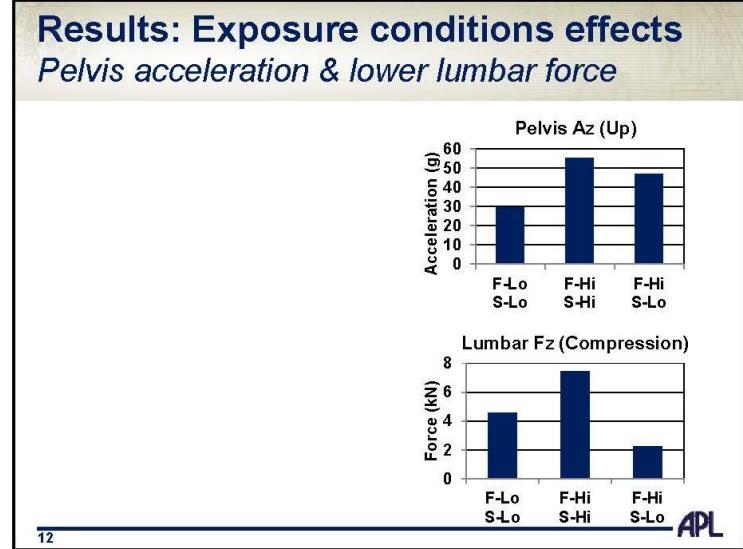
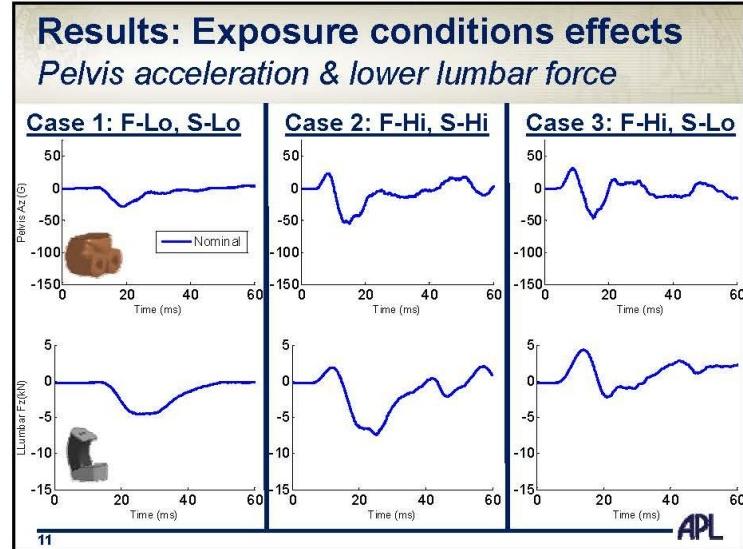
Before

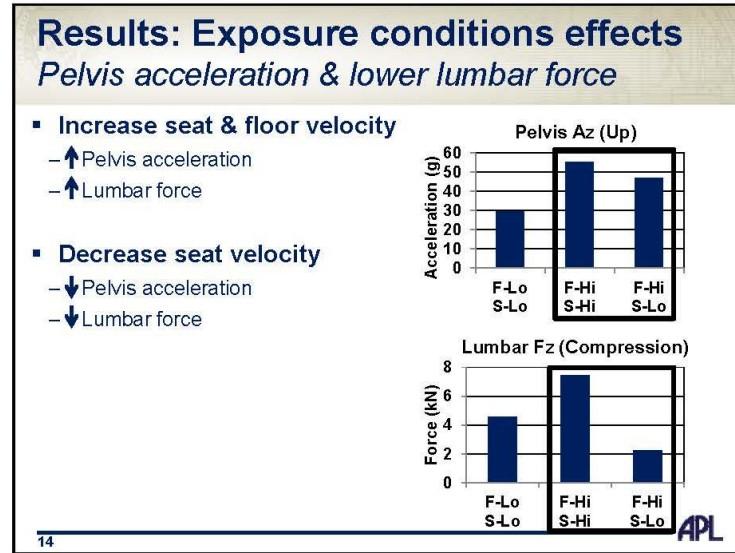
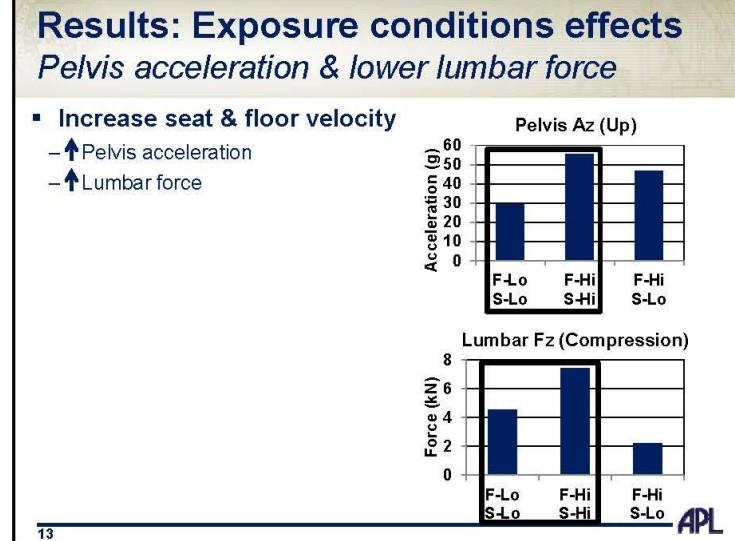
After

8

APL



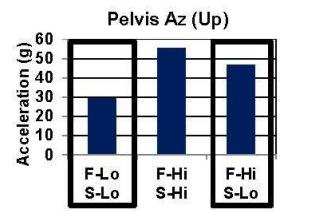




Results: Exposure conditions effects *Pelvis acceleration & lower lumbar force*

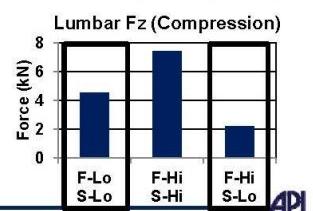
▪ Increase seat & floor velocity

- ↑ Pelvis acceleration
- ↑ Lumbar force



▪ Decrease seat velocity

- ↓ Pelvis acceleration
- ↓ Lumbar force



▪ Increase floor velocity

- ↑ Pelvis acceleration
- ↓ Lumbar force

?

15

APL

Discussion: Exposure conditions effects *Forced posterior pelvis rotation*

▪ Early (relative to seat) & significant loading to lower extremity

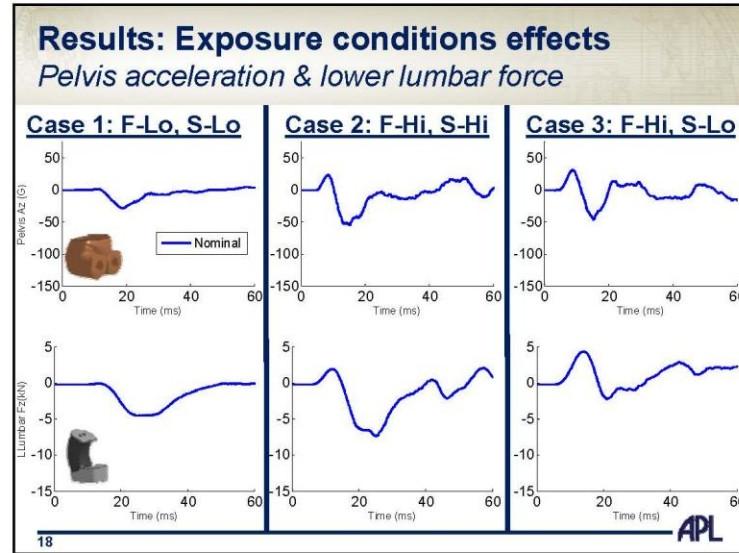
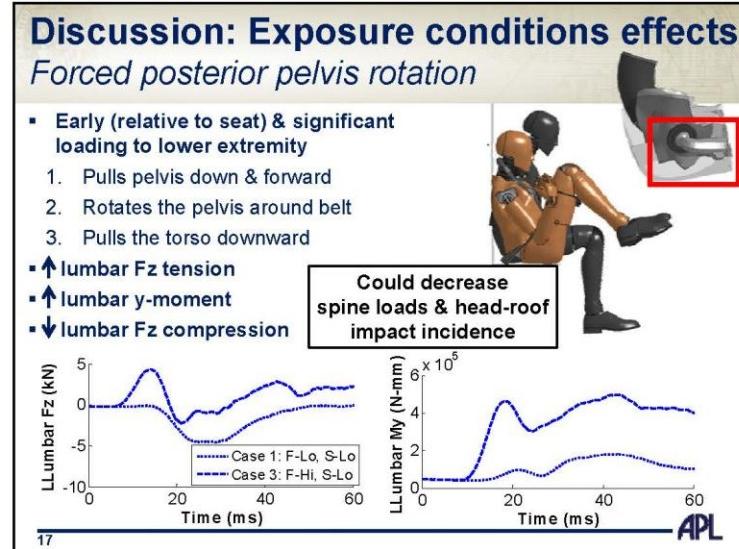
1. Pulls pelvis down & forward
2. Rotates the pelvis around belt
3. Pulls the torso downward

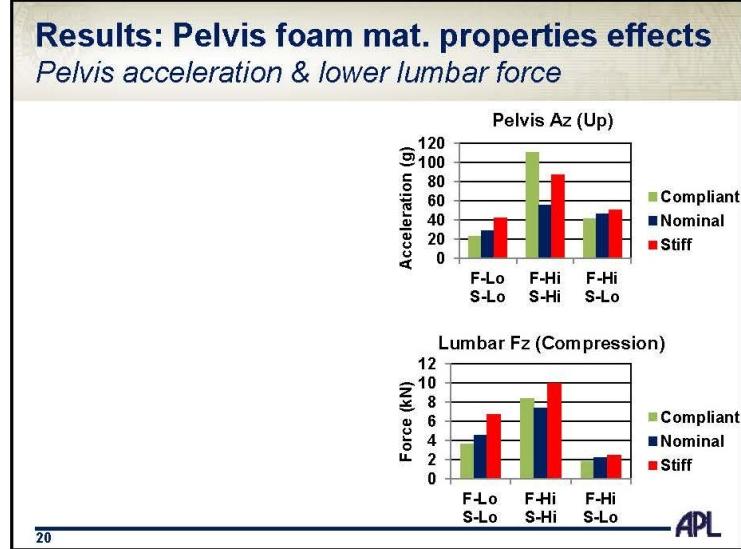
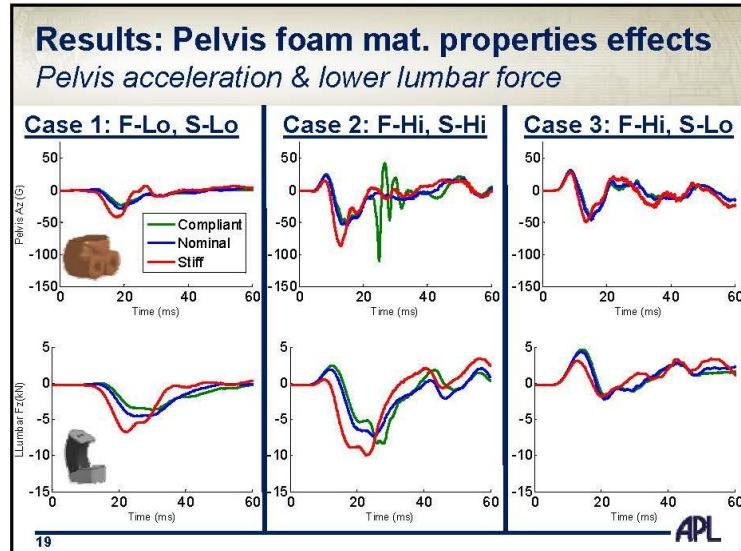
Case 3: F-Hi, S-Lo
overlay with
Case 1: F-Lo, S-Lo

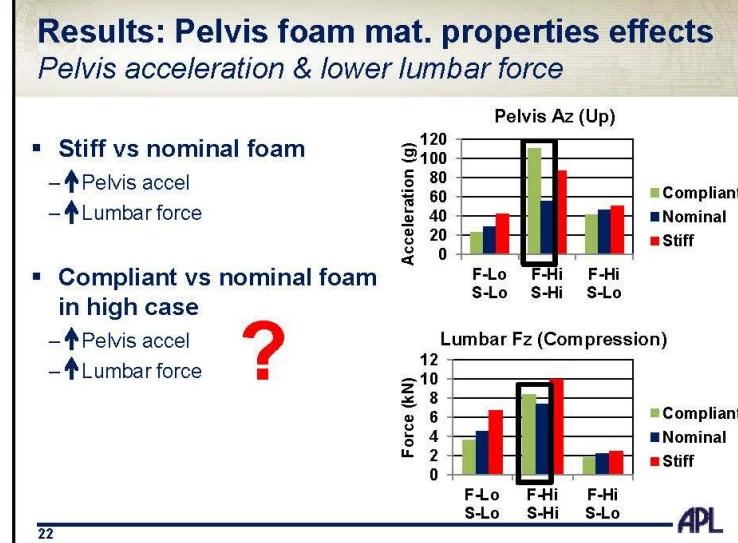
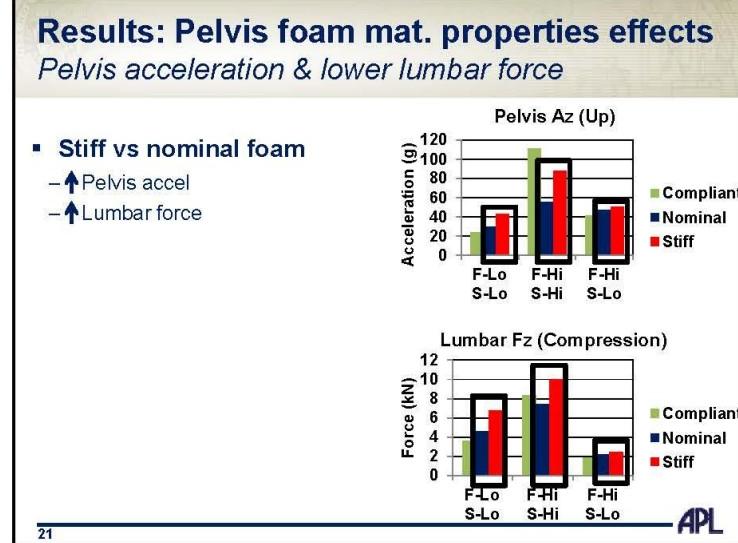


16

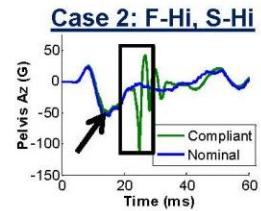
APL







Discussion: Pelvis foam mat. properties effects
Pelvis bottoming out

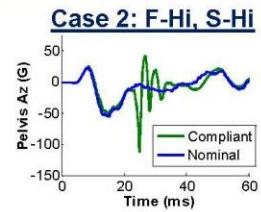


23

APL

Discussion: Pelvis foam mat. properties effects
Pelvis bottoming out

- Compliant foam w/ F-Hi, S-Hi causes bottoming out at pelvis accel mount



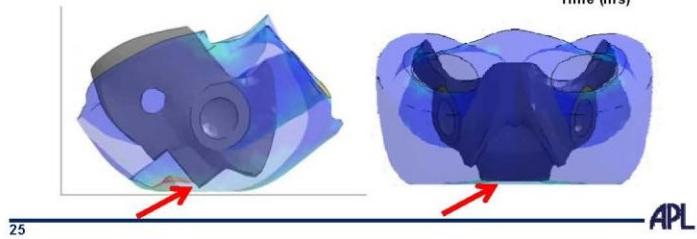
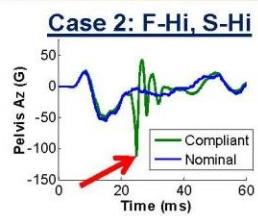
24

APL

Discussion: Pelvis foam mat. properties effects

Pelvis bottoming out

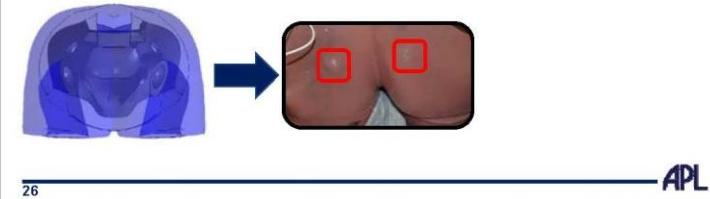
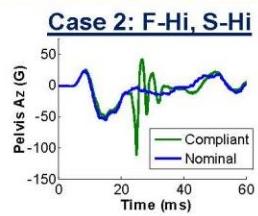
- Compliant foam w/ F-Hi, S-Hi causes bottoming out at pelvis accel mount
 - Shows another area for stress concentrations to occur



Discussion: Pelvis foam mat. properties effects

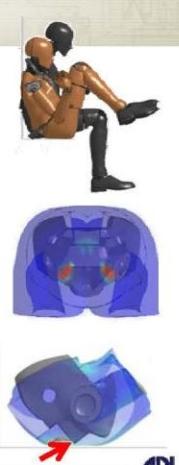
Pelvis bottoming out

- Compliant foam w/ F-Hi, S-Hi causes bottoming out at pelvis accel mount
 - Shows another area for stress concentrations to occur
- Ischium stress concentration
 - When seat & floor velocities are similar
 - less pelvis rotation occurs



Summary

- **FEM application to characterize kinematics & pelvis-seat interaction**
 - Response dependent on severity & timing
 - Pelvis accel & lumbar loads are sensitive to pelvis foam mat properties
- **HIII FEM has helped attribute non biofidelic response to design features**
 - Hip constraint influences WB response
 - Stress concentrations at ischium & accel mount



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Limitations & Next Steps

- Trends only confirmed for these loading conditions
- Is forced posterior pelvis rotation biofidelic?
 - Investigate hip constraint effects
 - FEM simulation
 - PMHS testing
- Currently investigating these effects on lumbar & pelvis injury with human body model



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Acknowledgement

The U.S. Army Medical Research Acquisition Activity,
820 Chandler Street, Fort Detrick MD 21702-5014
is the awarding and administering acquisition office.

The content included in this work does not necessarily
reflect the position or policy of the U.S. government.

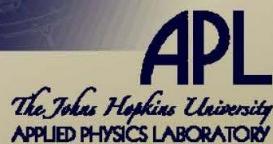
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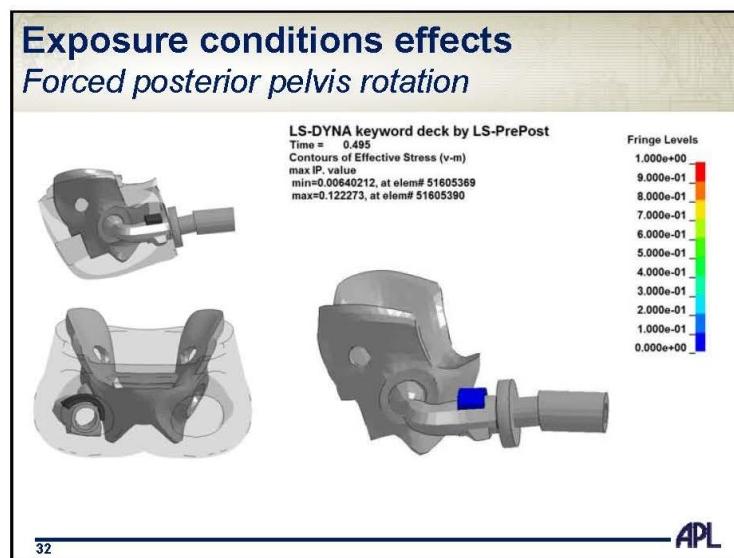
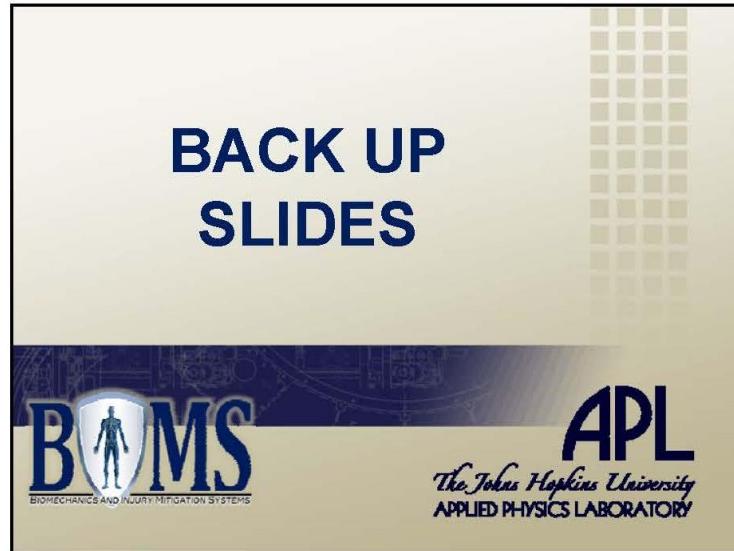
APL

*Workshop on Numerical Analysis of Human
and Surrogate Response to Accelerative Loading
Aberdeen Proving Ground, MD
January 7-9, 2014*

Pelvis Response Effects on Whole Body Under-Body Blast Simulations

Adam Golman, Kyle Ott, Robert Armiger,
Tim Harrigan, Catherine Carneal, Andrew Merkle





Pelvis foam MPs effects

Pelvis bottoming out

Two pelvis foam stress concentration locations

1. Pelvis accel mount

- Difference in seat & floor velocity
 - Pelvis rotation

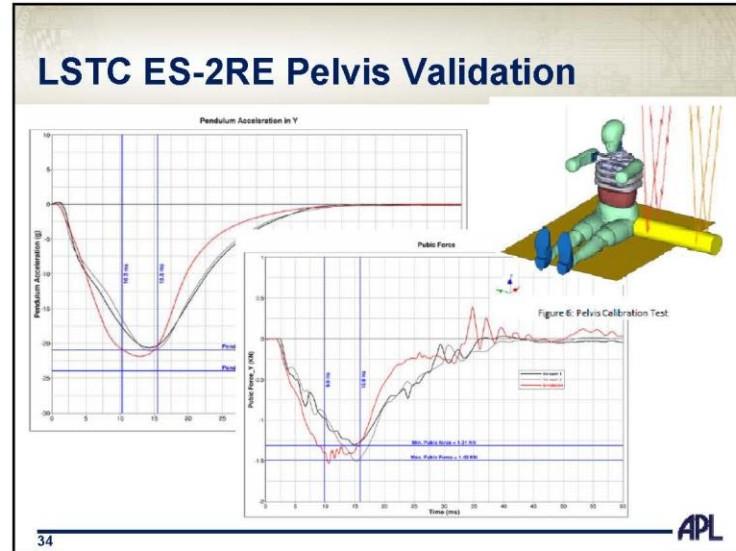
2. Ischium

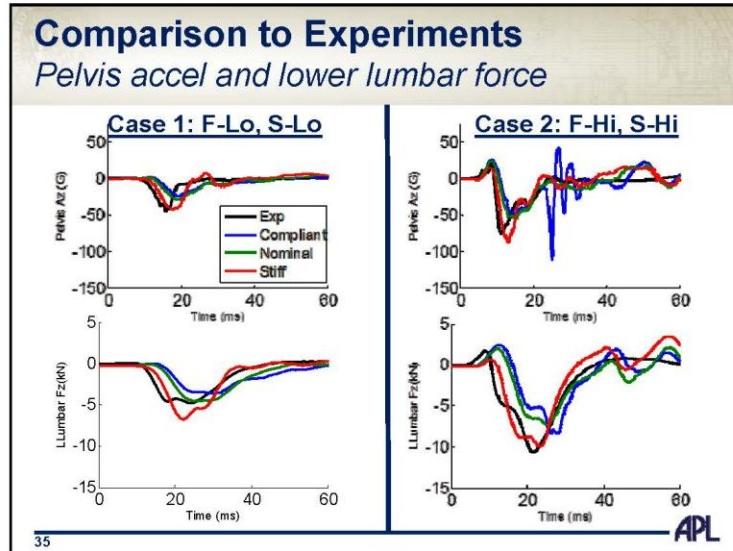
- Similar seat & floor velocity
 - Less pelvis rotation



APL

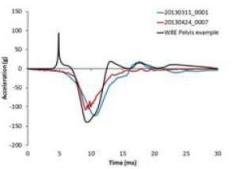
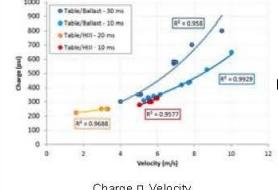
33





Vertically Accelerated Load Transfer System Underbody Blast Simulator

- Impact velocity range from 2 to 10 m/s with durations of 8 to 40 ms for the carriage
 - 7 to 16 m/s with durations of 2 to 10 ms for the lower leg
- Able to match loading profiles recorded during live fire testing



Hybrid III VALT's pelvic acceleration results from two different tests compared to real WEE pelvic response

APL

Numerical methods for large-scale simulation of tissue and tissue simulant response to blast, model validation and limitations

Presenter: Raul Radovitzky

Collaborators: Aurelie Jean, Martin Hautefeuille (MIT)
Marina Carboni, Barry Dechristofano, Michael Maffeo (NSRDEC)
James Zheng, Virginia Halls (PEO Soldier)
Phil Dutt, Alyssa Littlestone, Roshdy Barsoum (ONR)

Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading
Army Research Laboratory
January 7-9, 2014



Outline

- Previous and ongoing work using low (2nd) order coupled Eulerian-Lagrangian methods for blast TBI analysis:
 - Hybrid III dummy blast tests (collaboration with NSRDEC)
 - ONR/Carderock manikin blast tests
 - Exploration of bTBI mitigation strategies (mask)
- Limitations:
 - Gel stiffness vs brain tissue
 - Numerical methods:
 - Wave dispersion for low-order methods
 - A solution: High-order discontinuous Galerkin methods



A simulation study to assist the development of a standard blast test for head protection equipment

C182

- NSRDEC collaborators: Marina Carboni, Barry Decristofano, Michael Maffeo
- Objective: use ISN simulation tools to:
 - Optimize sensor locations
 - Inform design of laboratory-scale blast test using shock tubes
- Status:
 - preliminary comparisons of simulation results with tests (no helmet)
 - CAVEATS!



Hybrid III: Headform and Mounting



Pencil gauge



Replacement plate, rotatable

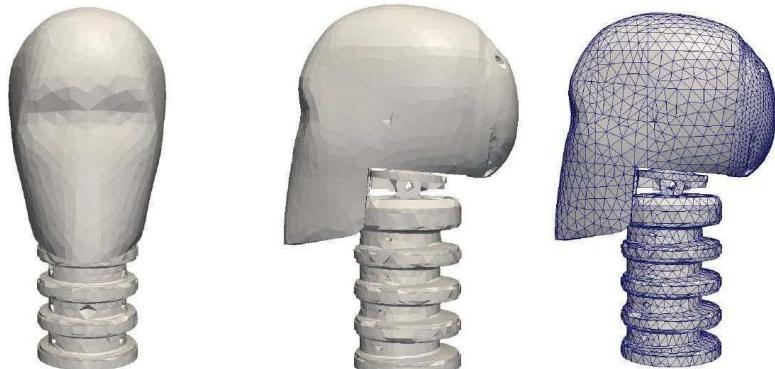
- 9 surface pressure gauges, PCB 102B06
- 3 linear accelerometers Endevco 7270a 6kg
- 3 angular rate DTS 12k deg/sec



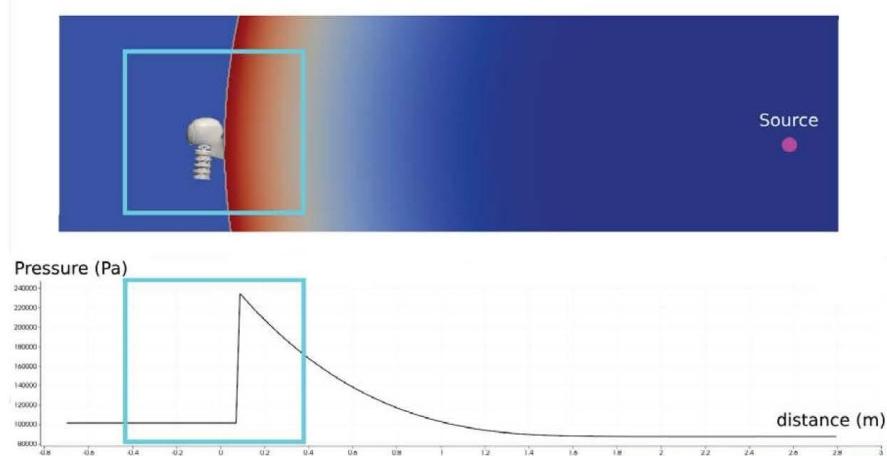
2

From CAD model to FE mesh

- Hybrid III without “flesh”
- Collaboration with Navneet Sharma (Humanetics)

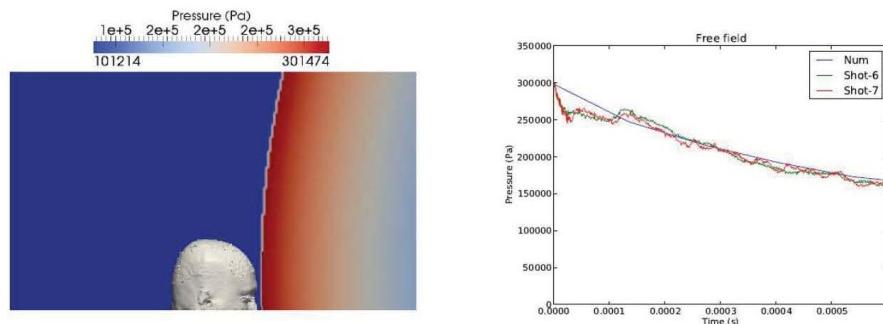


Blast Hybrid-III Manikin head interaction simulation



Blast Hybrid-III Manikin head interaction simulation

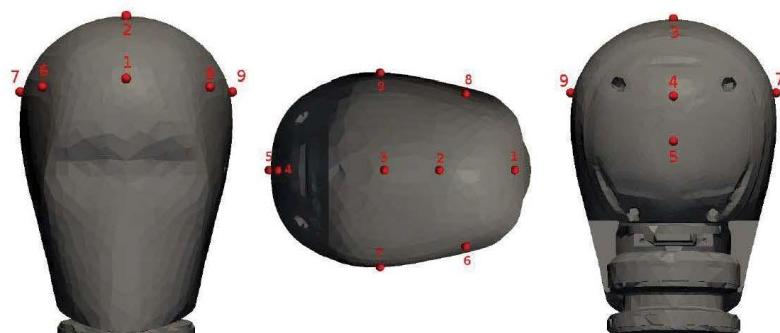
- Front-facing blast with initial energy of 10 MJ at 2.3m standoff computed with ISN blast estimator and validated with CONWEP
- Free-field pressure comparison



7



Sensor locations



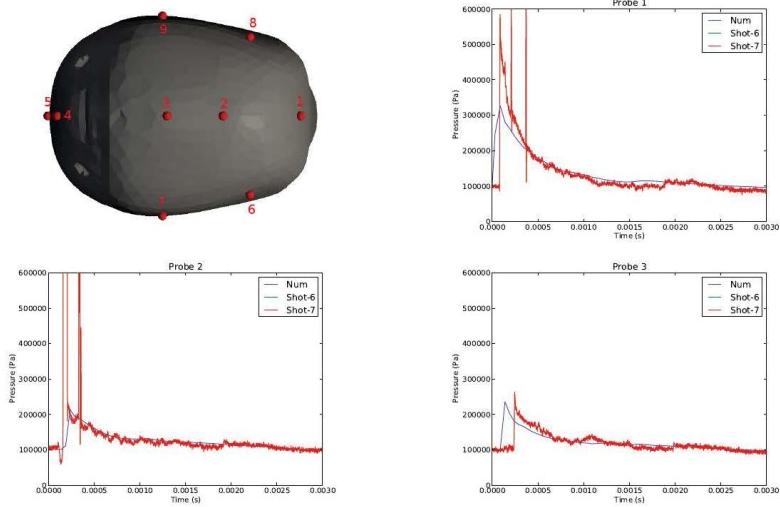
8



4

Comparison of test and simulation

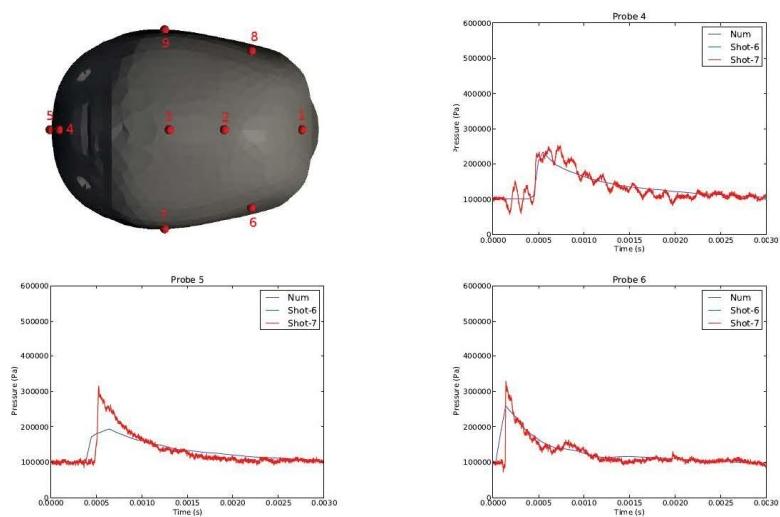
C185



9



Comparison of test and simulation

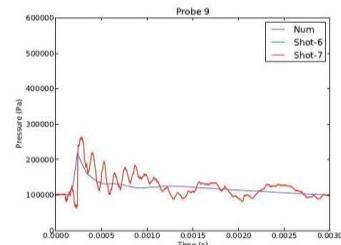
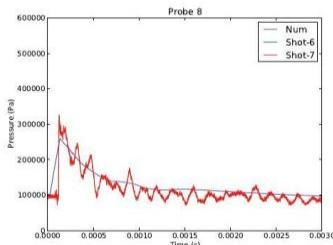
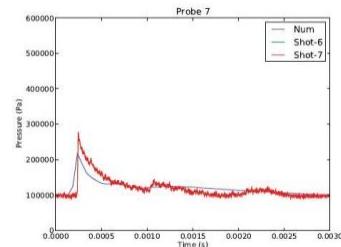


10

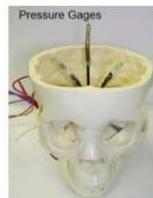


5

Comparison of test and simulation



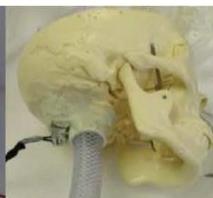
Model validation against Carderock Dummy Blast Tests (Barsoum, Dudit, Littlestone)



Polyethylene
Skull with pressure
gages and
accelerometers



Sylgard
Gel Brain



Flexible
"Neck"



Silicon Polymer
"Flesh"



Bare head



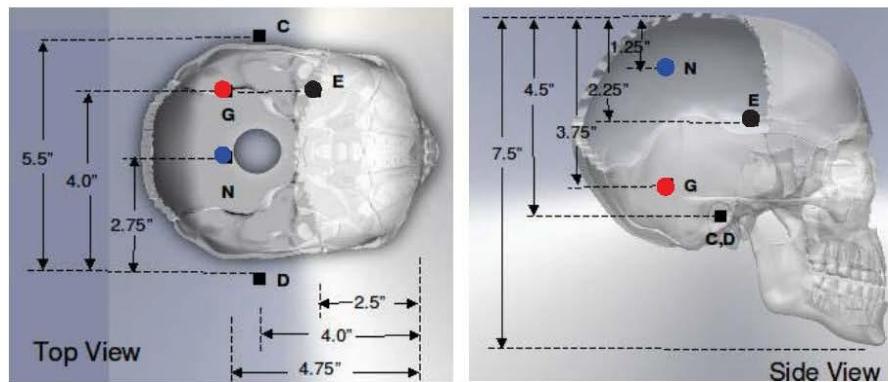
Head + ACH



1/8 lb explosive

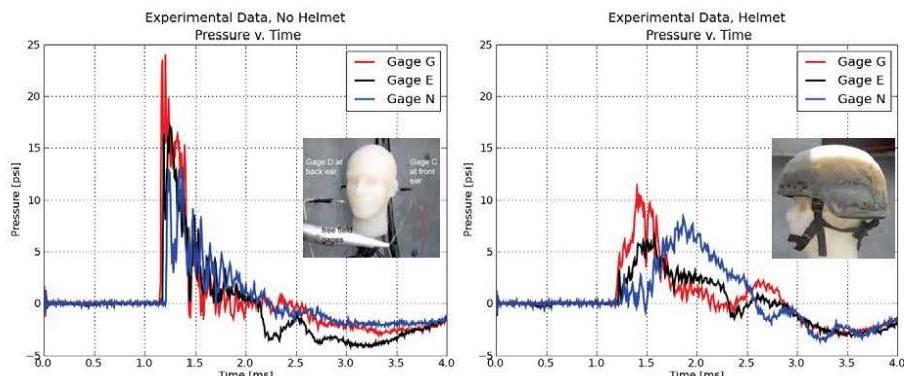
Pressure sensor locations

C187



Experimental findings

- Side blast: 1/8 lb explosive, 3.5ft standoff



For side blast, the ACH noticeably reduces intracranial stresses



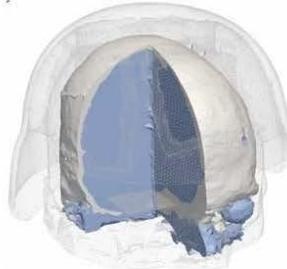
7

MIT/DVBIC Full Head Model with ACH

C188



Model Modifications for validation tests:



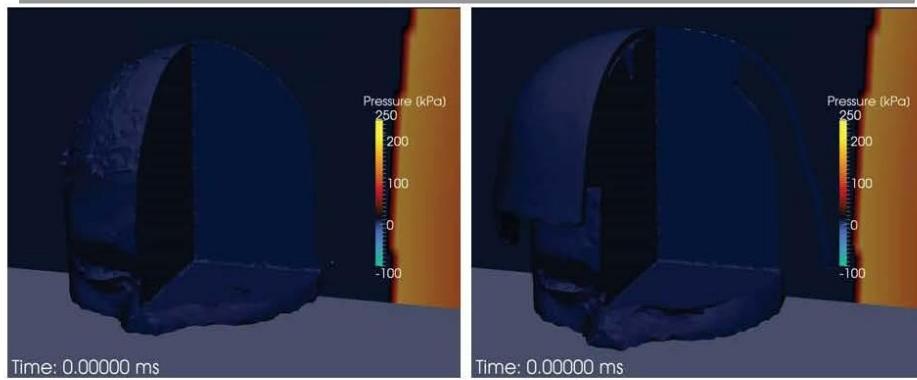
- Replaced tissue with simulants:
 - CSF, eyes, venous cavities, ventricles, GM, WM, glia, and sinus cavities replaced with **Sylgard gel**
 - Skull replaced with **PVC**
 - Skin, fat, muscle replaced with **DragonSkin**
- Constitutive models for tissue simulants
 - **Sylgard gel, DragonSkin:** linear viscoelastic with Tait EOS
 - **PVC:** linear viscoelastic with Mie-Grueneisen EOS



8

Simulations of Carderock test: 3.5ft standoff

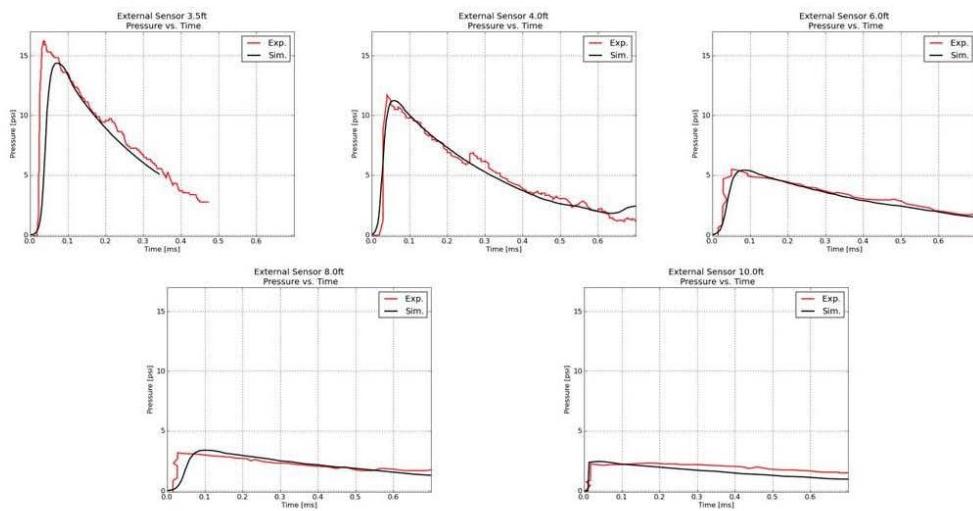
C189



- Approximate geometry: MIT/DVBIC FHM different from Carderock dummies
- Approximate material properties for tissue simulants: Sylgard gel (brain tissue), PVC (skull bone)

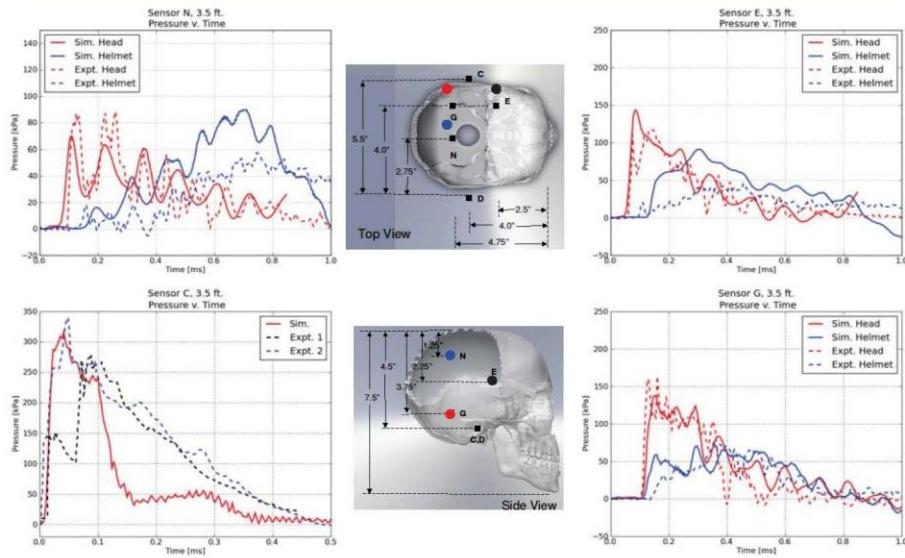


Comparison: Free-field pressure histories for different stand-offs

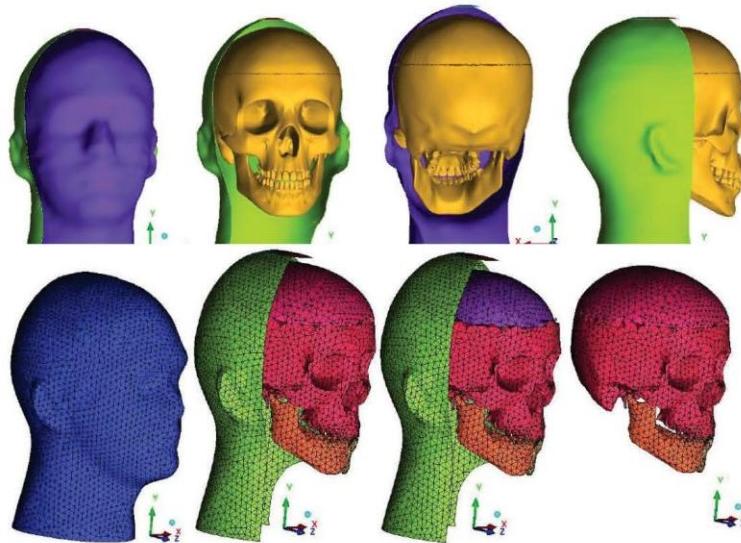


9

Comparison of simulation and experiment (3.5ft stand-off test)



Limitations in geometry: Construction of actual manikin mesh



Limitation: Wave dispersion issues in low-order discretization methods:

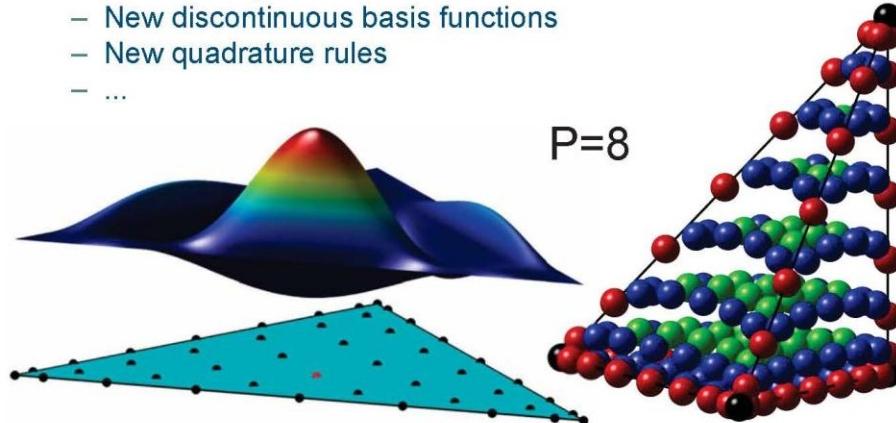
High-order discontinuous Galerkin formulations for accurate wave propagation in solid mechanics

A. Rosolen, M. Hautefeuille, A. Jean, G. Becker
R. Radovitzky

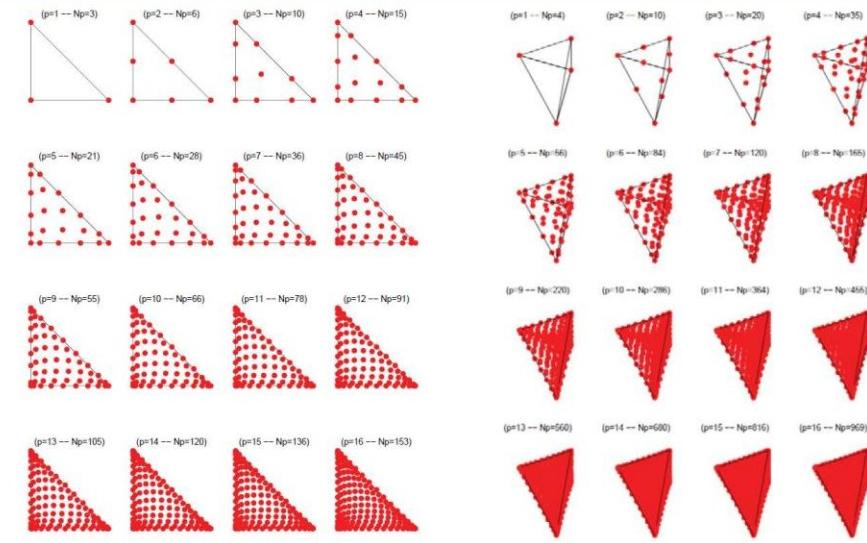


High-order DG methods

- FE revisited:
 - New nodal positions
 - New discontinuous basis functions
 - New quadrature rules
 - ...



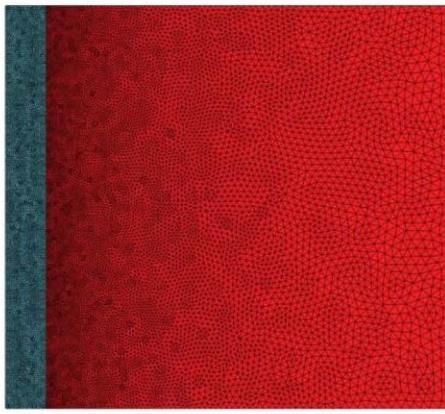
Basis functions and node positions



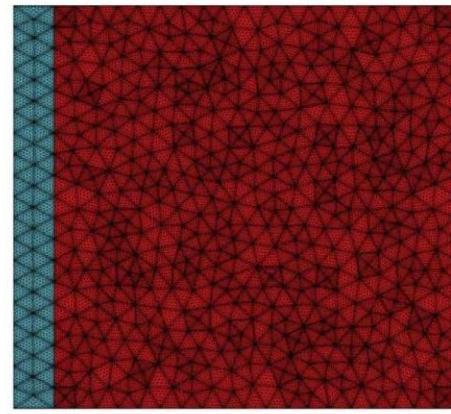
Wave dispersion: h vs p refinement

- Uniaxial stress and strain wave propagation in bi-material plate: PU, Kevlar

non-uniform h-refinement ($p=2$)

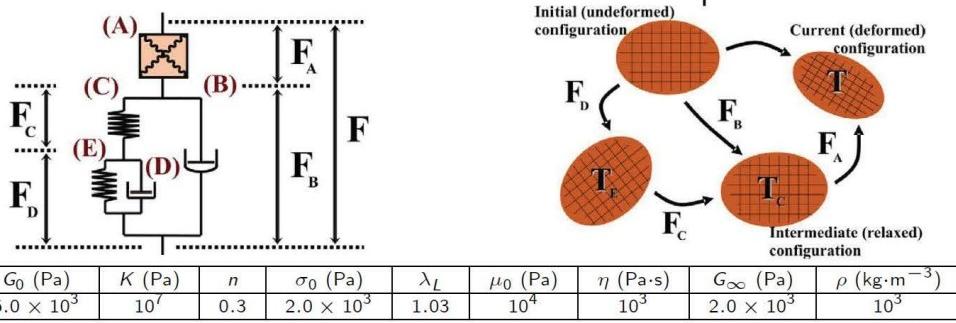


uniform p-refinement ($p=9$)

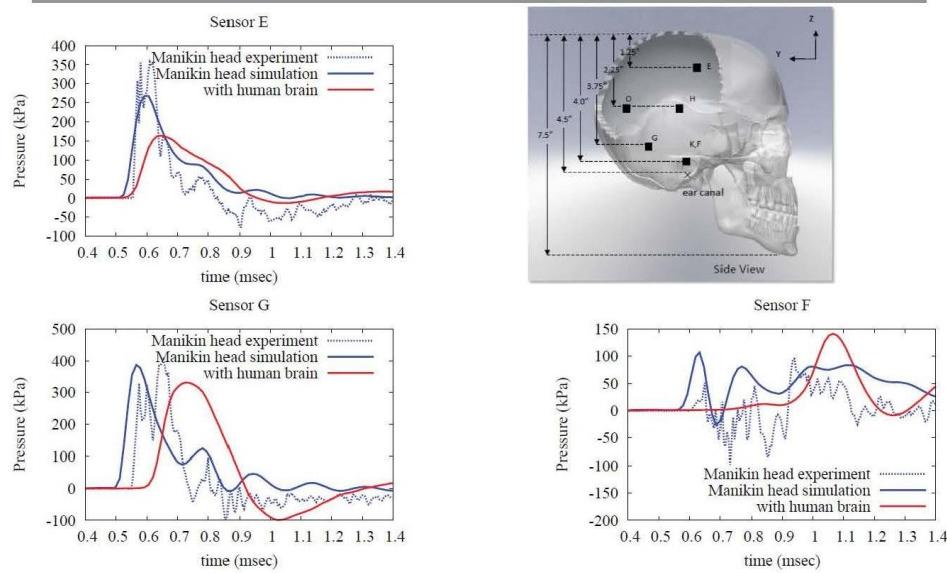


Relevance of dummy tests to human injury: biomimicry of tissue simulants

- Explore differences of synthetic vs biological materials:
 - Sylgard gel vs brain tissue
 - PVC vs bone
- Use Brain tissue nonlinear visco-hyperelastic model
(Prevost et al, 2011) calibrated for pig brain tissue test data (Chen)



Sylgard gel stiffer than brain



Mitigating brain tissue exposure levels with a face mask

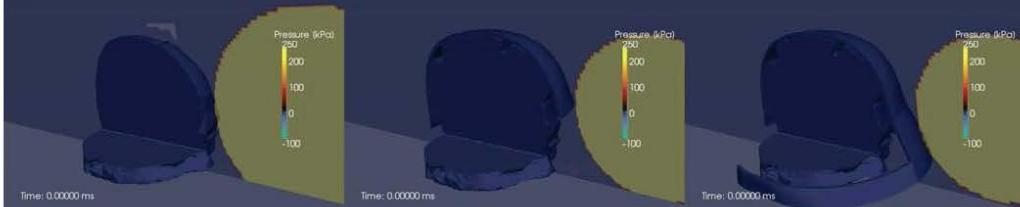
C194



27



Human head response: unprotected, with ACH, with face shield



PNAS, 2010

14

Mitigation of Blast Induced Mild Traumatic Brain Injury

Helmet Face Shields

Final Presentation

December 8, 2011

Advisor: Raúl Radovitzky

Christian Valledor

Andrew Wimmer

Completed Test Articles

- Two helmet configurations tested



Standard ACH

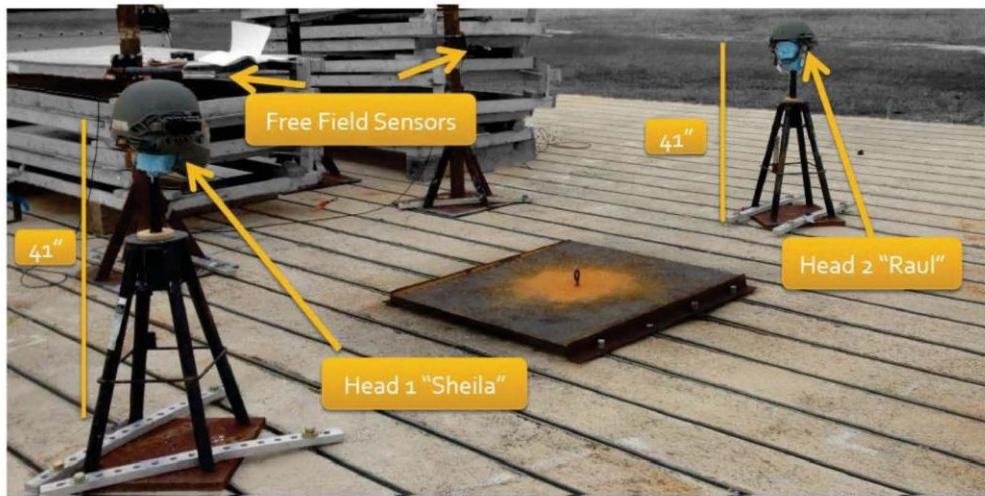


ACH with
MTek FAST G-Series

Test Setup

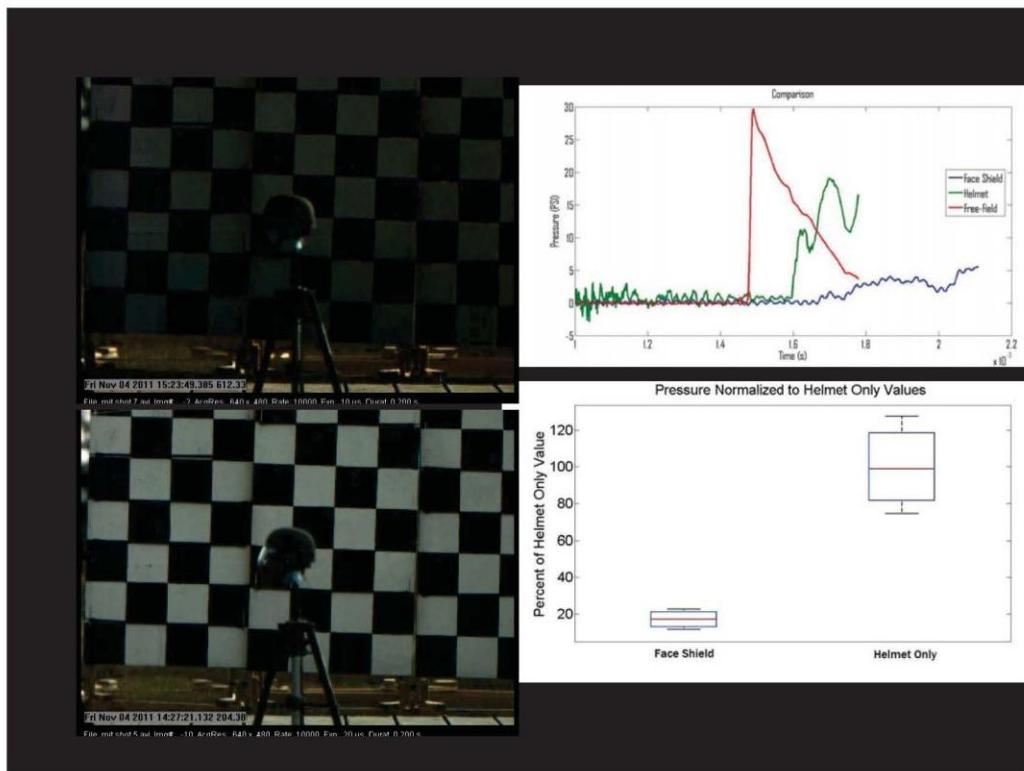
 Session 3, Presentation 5
 1/8/2014

C196



16.622 Final Presentation

7



16

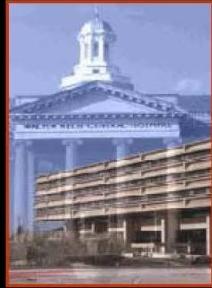
Thank you

C197



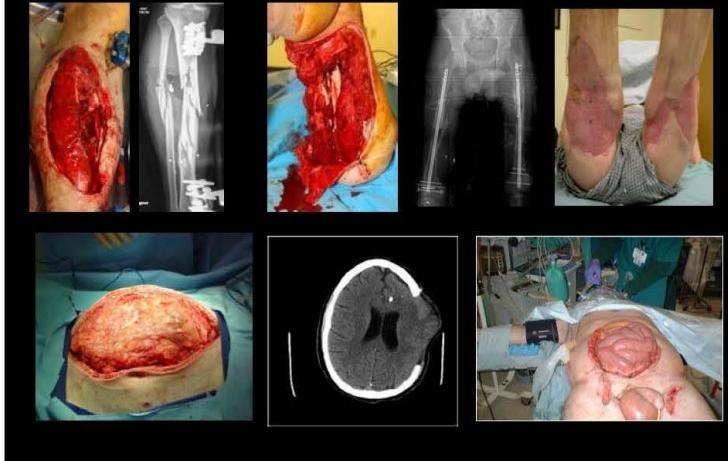
Back-up slides

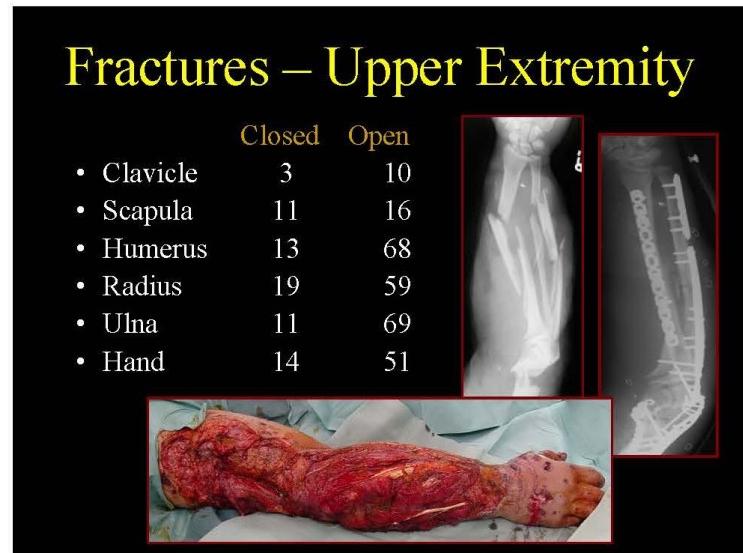
Current Trauma in Operations Iraqi and Enduring Freedom and rhBMP-2 *The Walter Reed Experience*



Scott C. Wagner, MD
LT, MC, USN
Ronald A. Lehman, Jr., MD
LTC, MC, USA
Director, Pediatric and Adult Spine
Associate Professor of Surgery
Walter Reed NMMC
Washington, D.C.

Multiple Injuries in Combat Wounded





C200



3

C201



4



Lessons Learned Dictum!

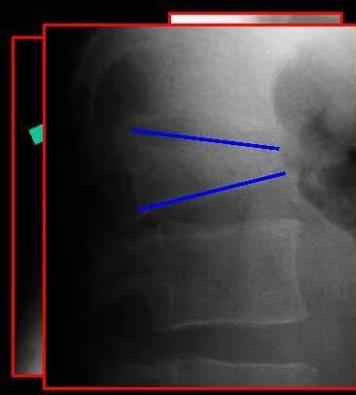
- **BMP (Bone Morphogenetic Protein)**
 - Pros: Successful for segmental defects
 - Lower # of operations
 - Probable ↓ infection rate
 - Cons:
 - Excess bone formation (HO)
 - ? with VAC

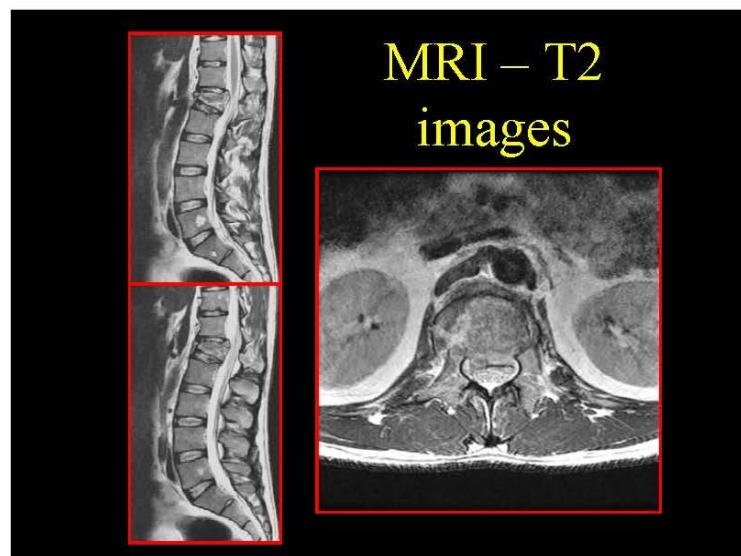
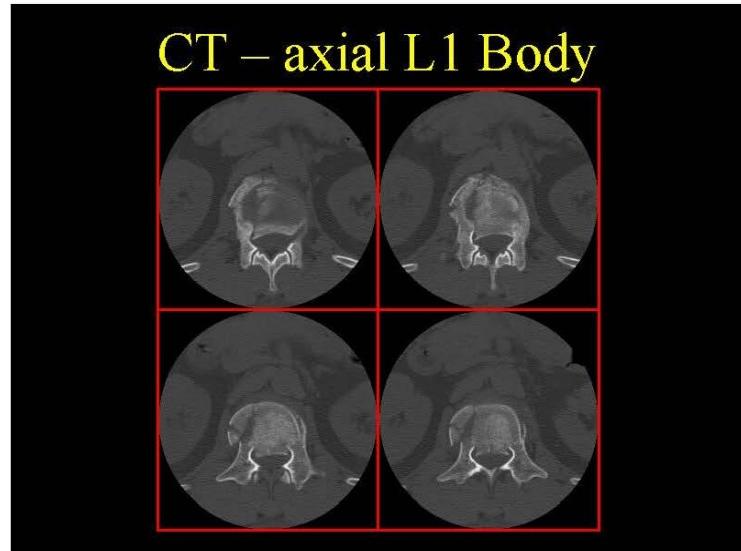
Selected Cases

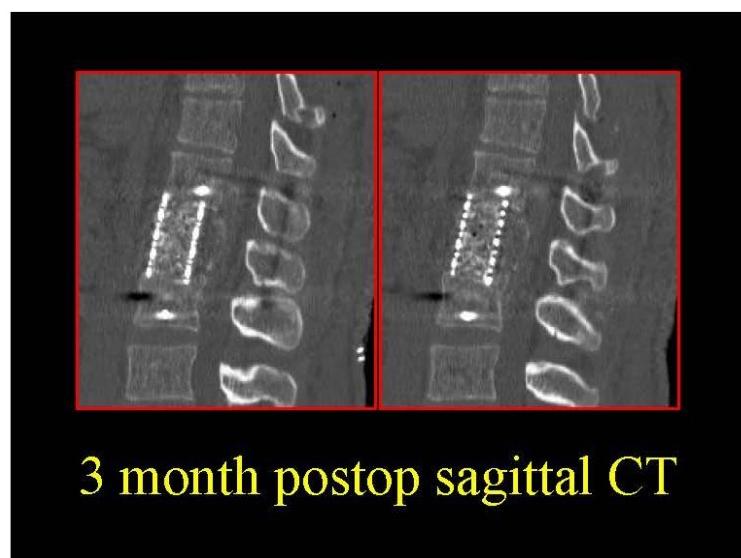
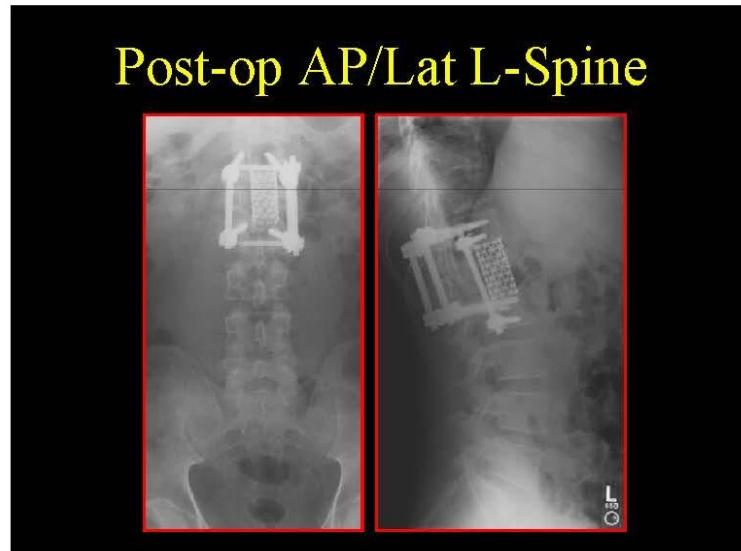
32 y.o. Special Forces Soldier

MOI: Fast-rope injury from 60 ft. in Iraq

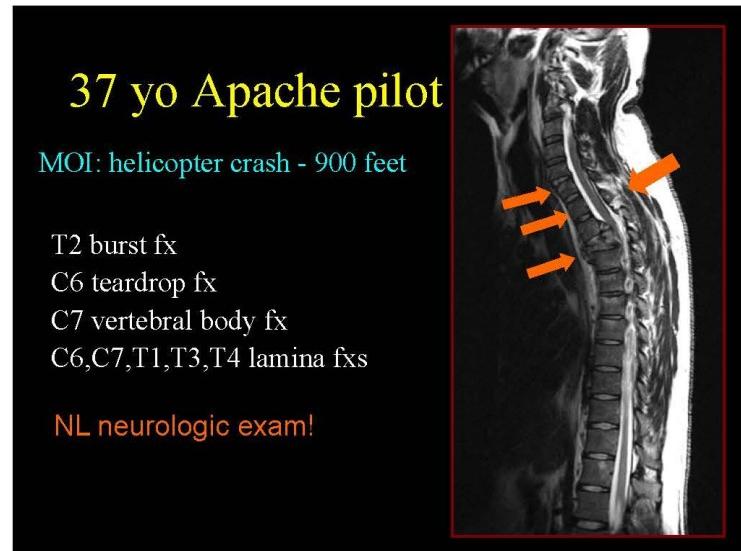
Immediate back pain
BLE paresthesias
Evacuated to CSH







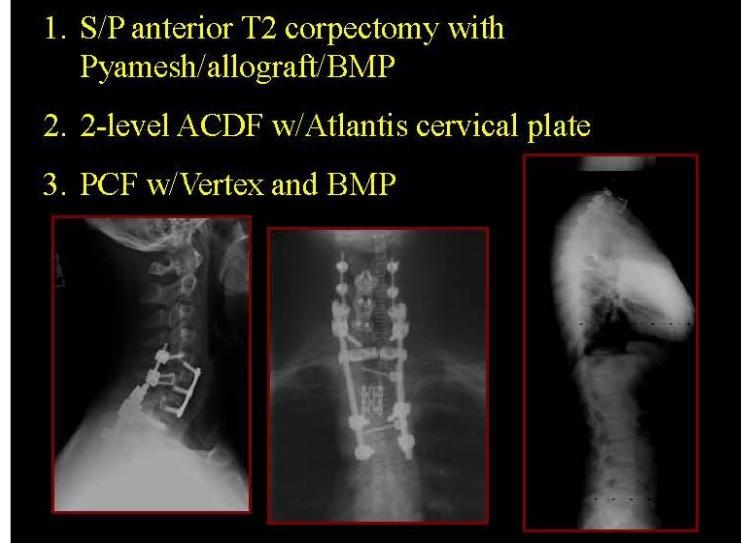
C206



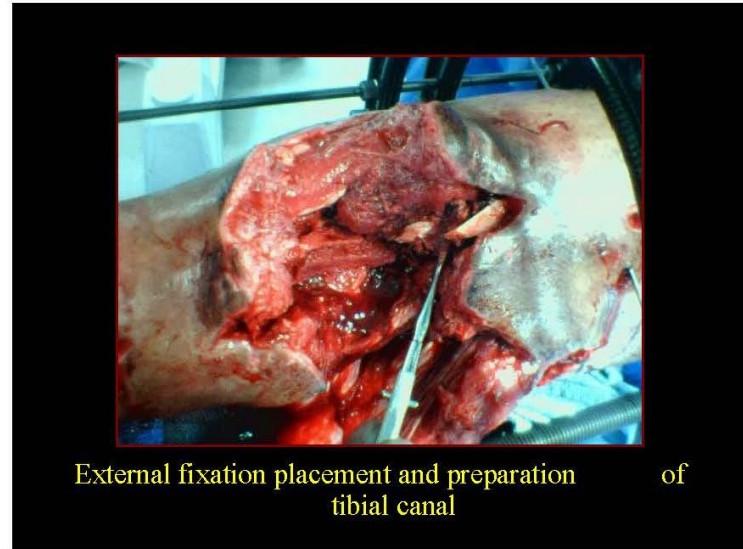
9



1. S/P anterior T2 corpectomy with Pyamesh/allograft/BMP
2. 2-level ACDF w/Atlantis cervical plate
3. PCF w/Vertex and BMP

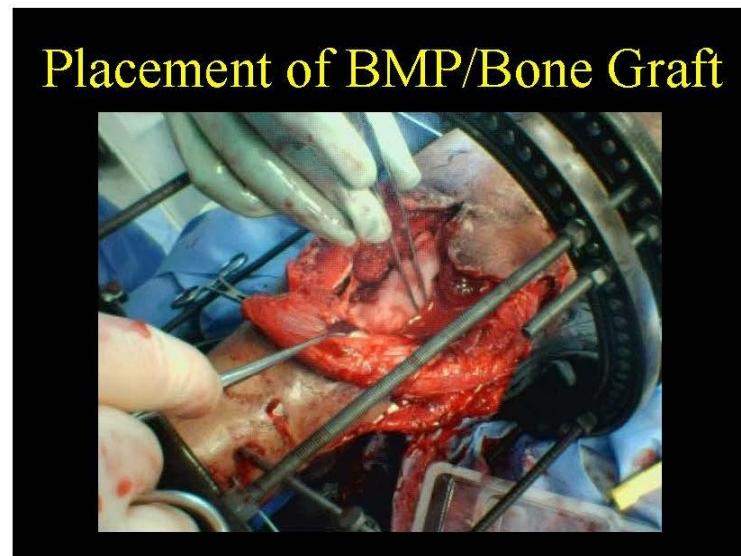


C208

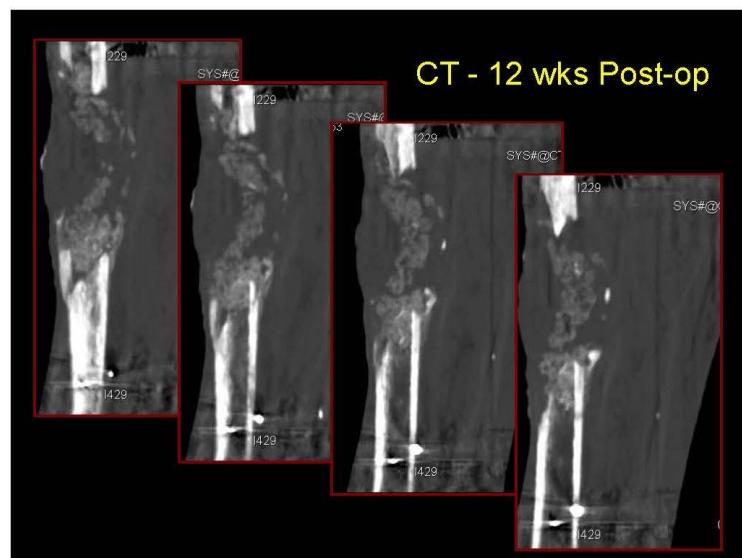
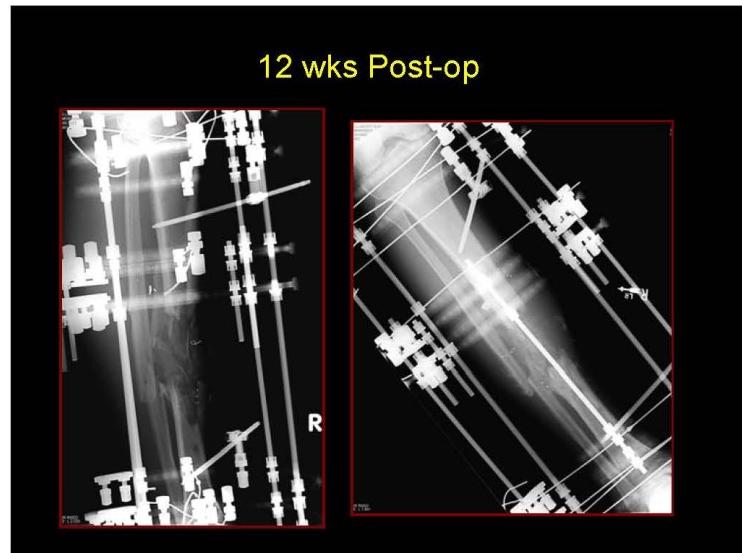


Bone Morphogenetic Protein (BMP)

- rhBMP-2
- Collagen matrix holds BMP
- Tubular configuration, with bone graft
- Decorticate endosteal surface w/burr
- Placed in segmental defect
- Soleus flap/STSG

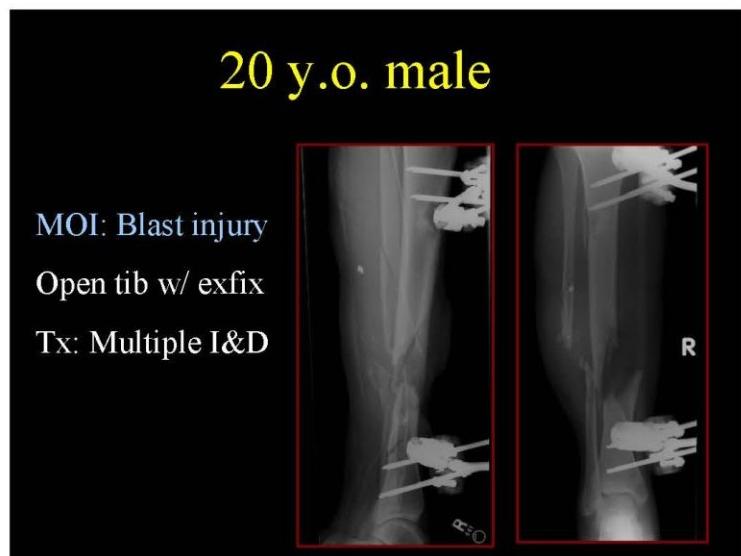


C210

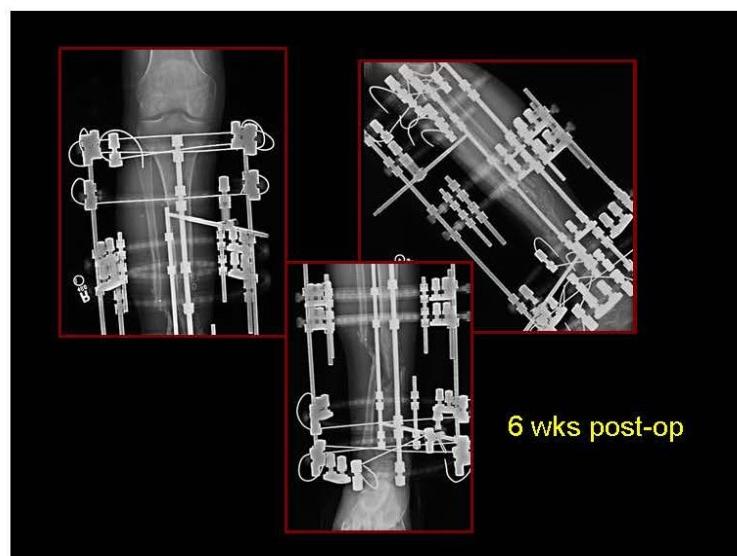
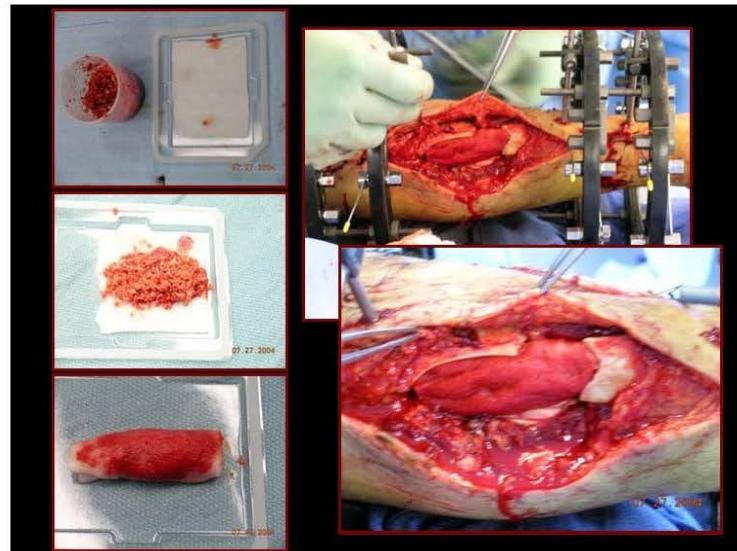


13

C211



C212



15

C213



16

BUT.....

There were many clinical failures!

Adjacent Vertebral Body Osteolysis with Bone Morphogenetic Protein Use in Transforaminal Lumbar Interbody Fusion



Ronald A. Lehman, Jr., MD
Melvin D. Helgeson, MD
Jeanne C. Patzkowski, MD
Michael K. Rosner, MD
Anton Dmitriev, PhD
Andrew W. Mack, MD

Walter Reed Army Medical Center
Washington, D.C.





Introduction

- Transforaminal lumbar interbody fusion (TLIF):
Posterior-only approach
 - Harms and Jeszensky. *Orthop Traumatol* 1998.
- Bone morphogenetic protein (BMP)
 - gained popularity
 - widely utilized inside IBD in ALIFs
- Reports ~ osteolysis w/ BMP use in TLIFs
 - McClellan et al. *J Spinal Disord Tech*, 2006.
- No study has quantified the amount of osteolysis present at various time points and compared this to fusion rates



Introduction

- Resorption in 69% of levels
No correlation with fusion
 - McClellan et al JSDT 2006.
- Avoid overpacking
 - Burkus et al. *Spine J* 2006.
- Stand-alone ALIFs/FRA w/ BMP
56% nonunion vs 36% ICBG
 - Pradhan et al. *Spine* 2006.
- ALIFs/FRA w/ BMP and PSF
Fusion rates 100% vs allograft
 - Slosar et al. *Spine J* 2007.





Objectives

1. To determine the incidence and resolution of osteolysis associated with the use of rhBMP-2 during transforaminal lumbar interbody fusions (TLIF) at various time points
2. Correlate the presence of osteolysis to fusion rates



Materials & Methods

- Retrospective analysis
- All patients at our facility who underwent a TLIF with rhBMP-2 from 2003-2006
 - Currently off-label use of the product
 - 6 mg/level on ACS
- Two Surgeon Experience
- Inclusion Criteria: CT scan
 - Within 48 hours of surgery
 - 3 to 6 months postoperatively
 - 1 to 2 years postoperatively



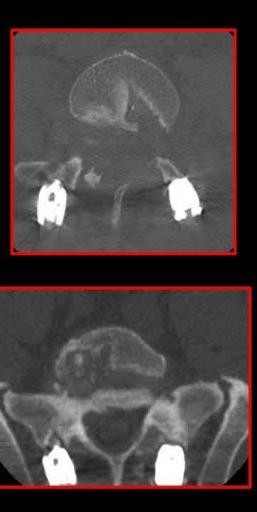
Results

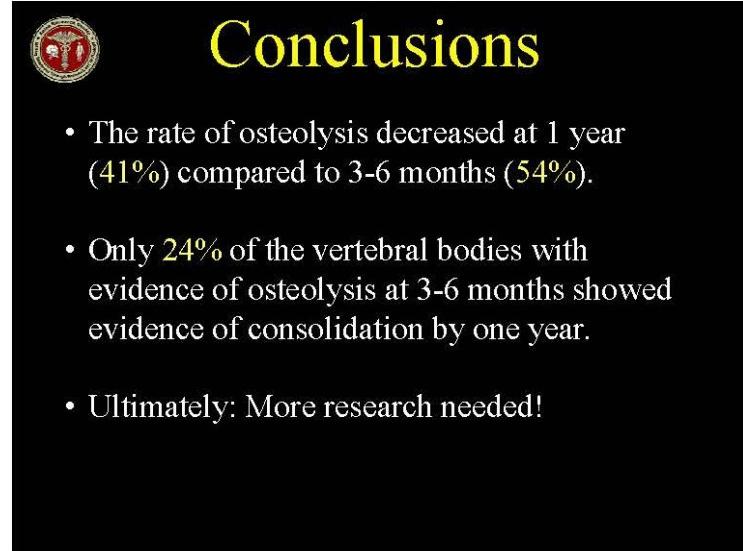
- 224 TLIFs w/ BMP (2003-06)
- Qualifying Patients:
23 (5 females; 18 males)
- Avg. age = 38.2 years at TOS
(range 23-81)
- CT scans at all time periods
(ordered prior to visit)
- 78 vertebral bodies/endplates
assessed for osteolysis
- ~39 levels



Results

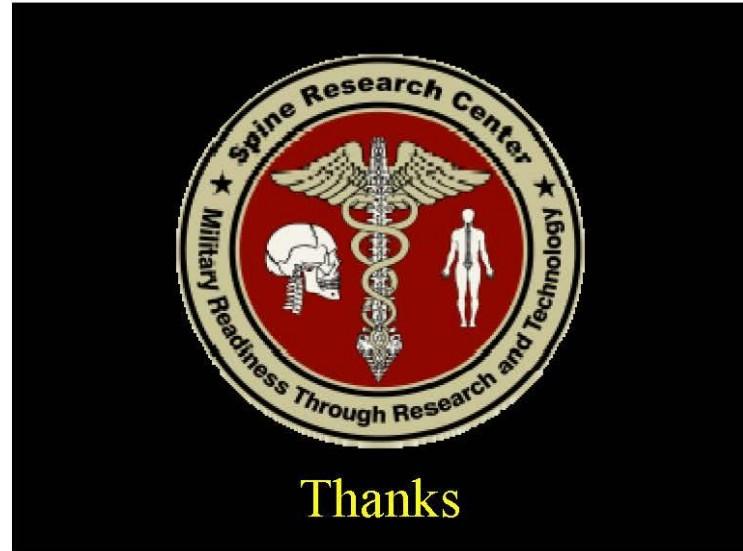
- Osteolysis ~ 3-6 mos postop in adjacent vertebral bodies = 54%
- Incidence at 1 & 2 years = 41%
- 24% consolidation rate
- The mean volume of osteolysis:
 - < at 1-2 years (**0.216 cm³**) vs.
 - 3-6 mos (**0.306 cm³**) (**p=0.082**)
- The area/rate of osteolysis did NOT appear to sig. affect fusion rate
- Overall union rate ~ 83%





The slide has a dark background. In the top left corner is a small circular logo featuring a caduceus. To its right, the word "Conclusions" is written in a large, bold, yellow serif font. Below the title is a bulleted list of three items, also in yellow text.

- The rate of osteolysis decreased at 1 year (41%) compared to 3-6 months (54%).
- Only 24% of the vertebral bodies with evidence of osteolysis at 3-6 months showed evidence of consolidation by one year.
- Ultimately: More research needed!



The slide features a yellow background with three logos at the top: Wayne State College of Engineering, Biomedical Engineering, and Wayne State University School of Medicine. The main title 'Development & Validation of the Wayne State University Human Body Model (WSUHBM)' is centered in bold black font. Below it, the names 'Alan Goertz, David Viano' and 'Wayne State University' are listed. At the bottom left is the Wayne State University logo, and at the bottom right is the university's seal.

Development & Validation of the Wayne State University Human Body Model (WSUHBM)

Alan Goertz, David Viano
Wayne State University

WAYNE STATE UNIVERSITY

The slide has a yellow-to-white gradient background. The word 'Overview' is centered at the top in a large, bold, black font. Below it is a bulleted list of topics: Development & Validation (automotive), Model Overview, Underbody Blast Application, Flexion Injuries & Posture, and Conclusions. At the bottom left is the Wayne State University logo.

Overview

- Development & Validation (automotive)
- Model Overview
- Underbody Blast Application
- Flexion Injuries & Posture
- Conclusions

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WSUHBM - Torso

Thorax - Wang, H, 1995 & Shah et al, 2001

- 1st version w/organs – lungs, heart and associated major arteries/veins (including aorta hemodynamic pressure effects)
- Anthropometry from Visual Human Project
- Validation – pendulum impacts : lateral & sternum (Krull, 1974 & Viano, 1989)

Shoulder - Iwamoto et al, 2000

- Anthropometry from Viewpoint Datalabs®
- Validation – Lateral impacts: pendulum (Bendjellal, 1984), sled (Cavanaugh, 1993), side airbag (WSU/TRW)

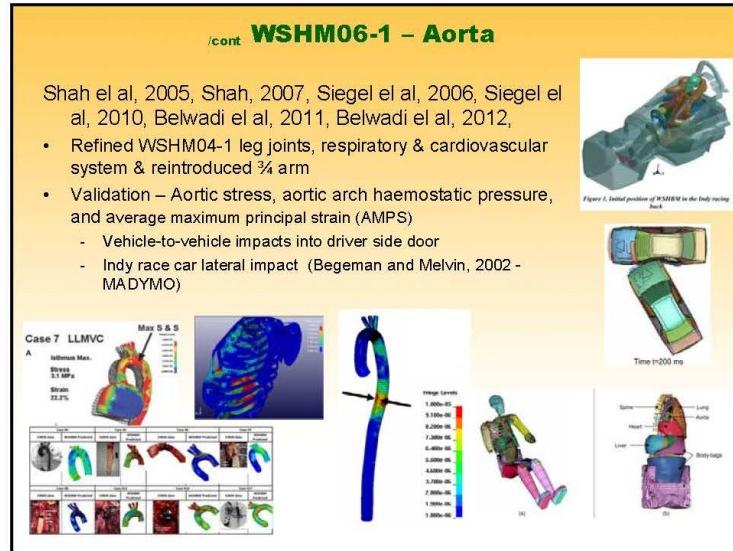
wayne state university /cont

/cont WSUHBM - Torso

Abdomen – Lee/Yang, 2001 & Lee, 2002

- Human Abdomen Model (WSUHAM)
- Anthropometry from Visual Human Project
- Validation – seat belt loading (Hardy, 2001) and impacts: pendulum (Viano, 1989), armrest (Walfisch, 1980), & bar (steering wheel) (Cavanaugh, 1986)

wayne state university /cont



WSU LLMS-Lower Extremity

Beillas et al, 1999, 2001, 2004, 2007

- Lower Limb Model for Safety (LLMS) from CT & MRI of subject

Validation

Test Condition	Setup	Reference	Static or Dynamic
Tibia region:			
Axial compression	Present reanalysis		S
Foot & Tibia complex (new set-up only)	Present reanalysis		S
Femur-Knee-Tibia complex:			
Horizontal impact on patella	90° knee angle	Haut, R.C. et al. (1995)	D
Horizontal impact on patella	90°(+/-) knee angle	Hayashi et al. (1996)	D
Vertical impact on tibia	90° knee angle	Bangmaier et al. (1999)	D
Axial compression	90° knee angle	Viano et al. (1978)	D
Whole lower limb			
lateral-medial shear on proximal tibia	Standing position	Kajzer et al. (1990)	D
Knee bending (lateral-medial shear on distal tibia)	Standing position	Kajzer et al. (1993)	D
Whole Body			
Sled		Cheng et al. (1984)	D

/cont

WSUHBM V3 - Lower Extremity

Suresh et al, 2012, "Finite element evaluation of human body response to vertical loading," WCCM 2012

- Re-meshed lower extremities in higher detail
- Whole body vertical drop test with varied lower leg flexion/extension
- 120g for 10msec
- Validation – n/a
- Comparison with Hybrid-III lower extremity response
 - **Femur** shear force and bending moment 500-1000N & 200-300N*m (ATD 2.6-6.7kN & 400-1000N*m)
 - **Upper tibia** axial force 2.3-3.4kN (ATD 8-10kN)
 - **Lower tibia** axial force 3.9-4.5kN (ATD 10-12kN)

Figure 1. Model set-up in the drop tower test.

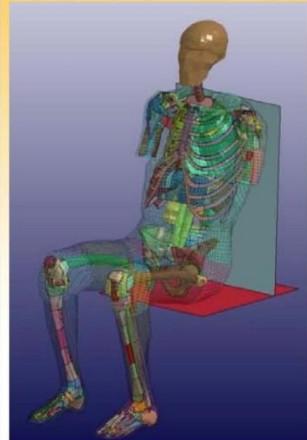
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Overview

- Development & Validation (automotive)
- Model Overview
- Underbody Blast Application
- Flexion Injuries & Posture
- Conclusions

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WSUHBM – Statistics



- LS-DYNA
- Whole Body
 - Part Count - 432
 - Nodes – 275,000
 - Shells – 110,000
 - Solids – 200,000

Upper – Lower Body Distribution

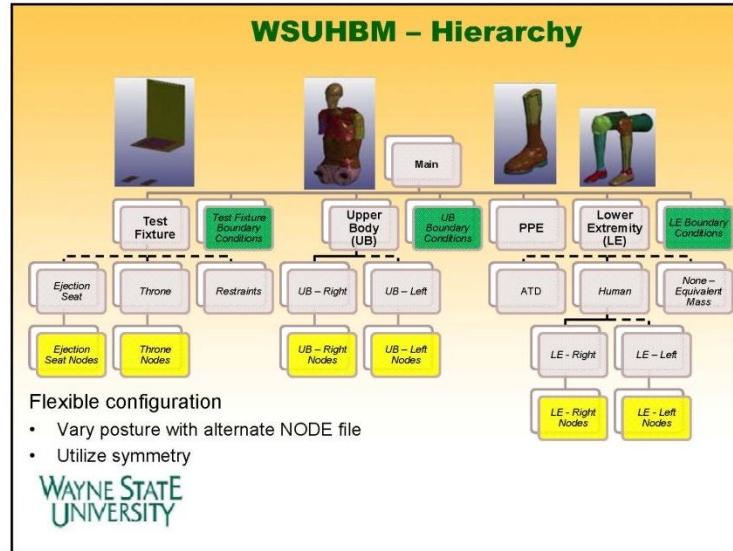
- Upper Body (to Distal Femur)
 - Nodes – 180,000
 - Shells – 70,000
 - Solids – 130,000
- Lower Extremities (from Distal Femur)
 - Nodes – 95,000
 - Shells – 40,000
 - Solids – 70,000

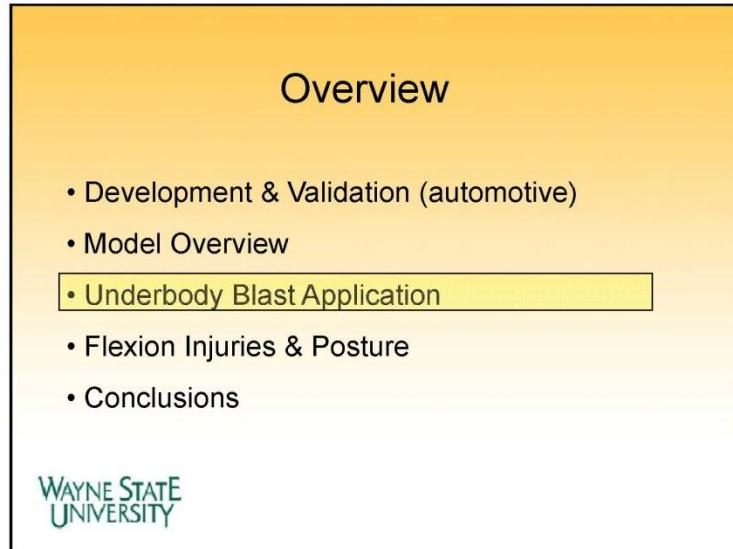
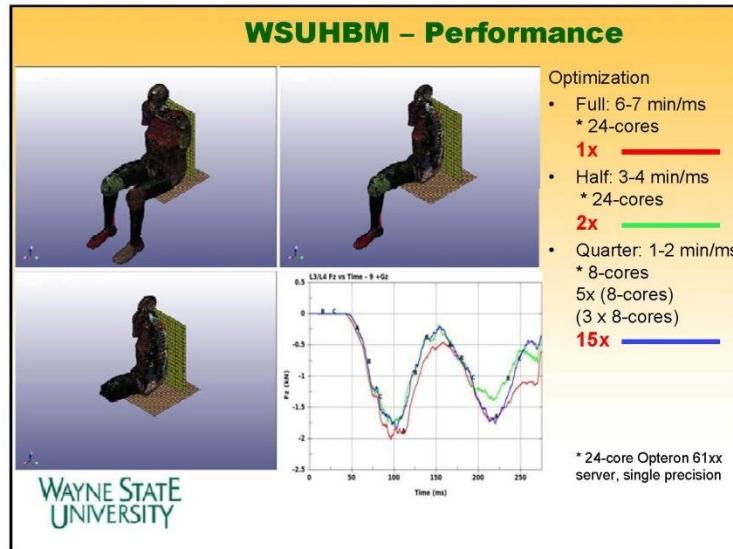
WSUHBM – Hierarchy	
Model Numbering & Naming Protocol	
ID	Body Region
1*	Not used – fixture
2*	Whole Body
3*	Head, Face, & Neck
4	Thorax (diaphragm & above)
5	Abdomen (including pelvic region)
6	Spine
7	Upper Extremity
8	Lower Extremity
9	Unspecified (external to anatomy i.e. clothing)
ID	Structure
1	Whole Area
2	Vessels
3	Nerves
4	Organs (incl muscle/tendon)
5	Skeletal (incl cartilage)
6	Joint (incl ligaments)
7	Instrumentation
8	Other
9	Skin (incl subcutaneous tissue)
ID	Aspect
1	Right
2	Left/Cervical Spine
3	Bilateral
4	Central/Thoracic Spine
5	Anterior/front/ventral
6	Posterior/back/dorsal/Lumbar Spine
7	Superior/upper
8	Inferior/lower/Sacral Spine
9	Unknown/multiple regions
0	Whole region (including whole spinal cord)

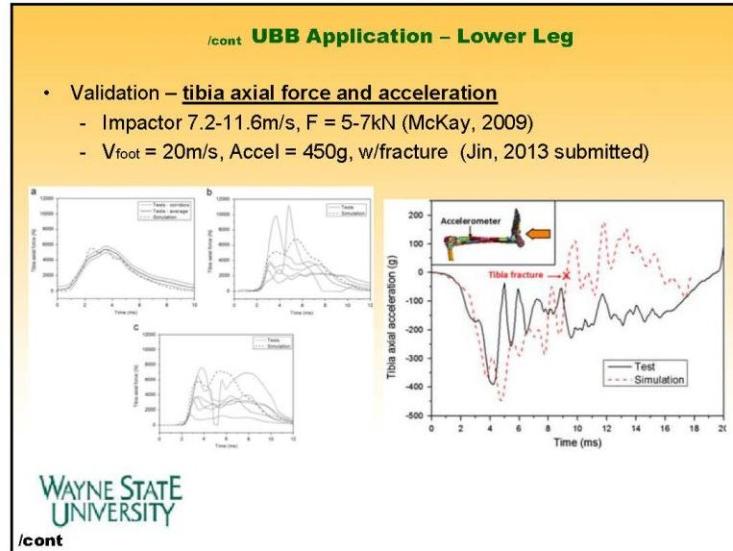
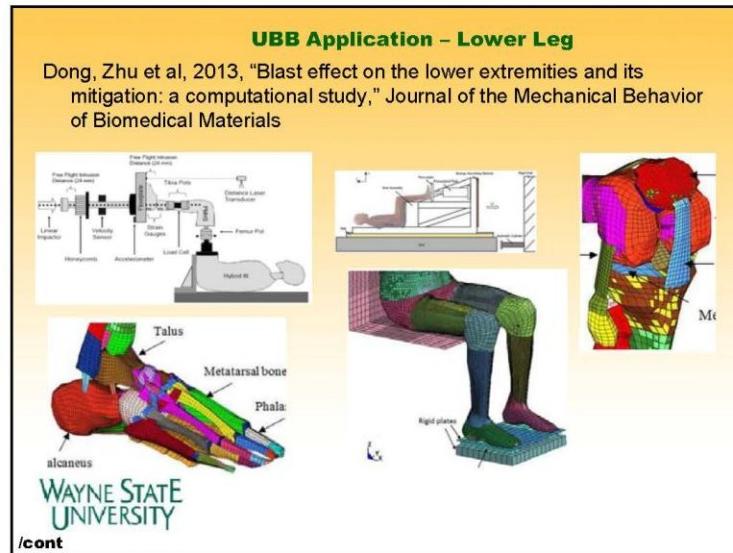
* - varies from AIS coding

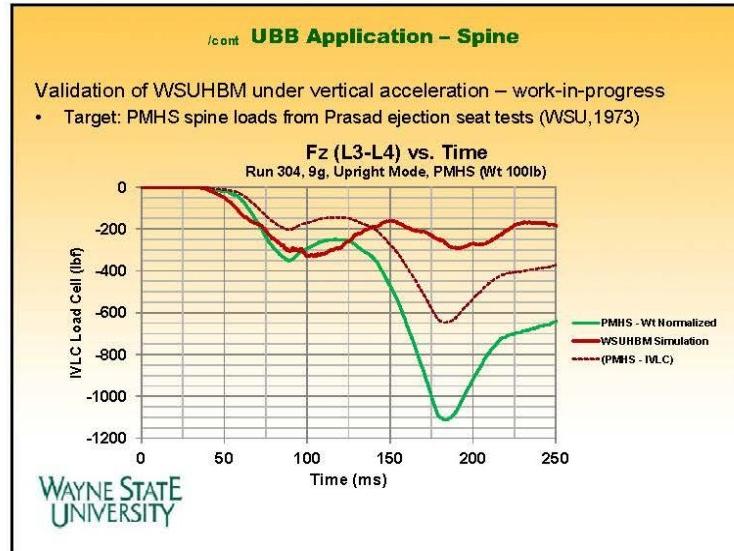
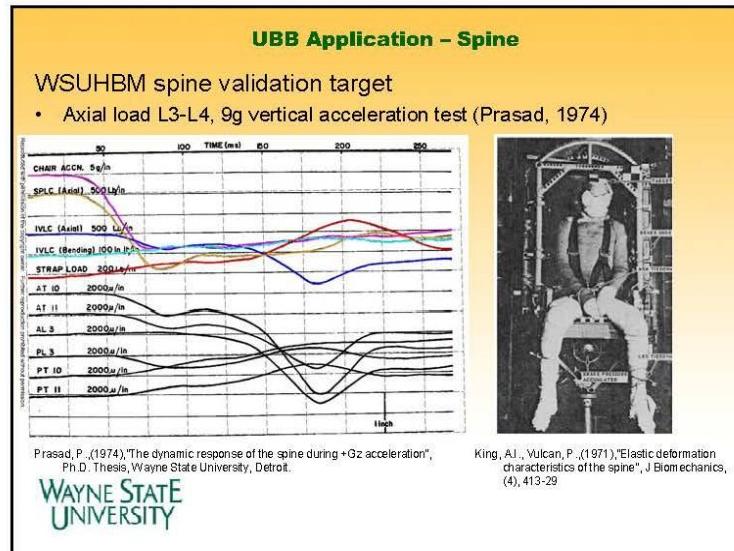
- Based on Body Regions for AIS Coding
- Number Protocol – Nodes, Elements, Parts, Materials,
 - [Body Region][Structure][Aspect][Sequential Numbering #] = **BSA#####**
- Name Protocol [Body Region]-[Structure]-[Aspect]-Description
- Examples:
 - Number: **85200021** Name: **LE-Skl-L-Tibia**
- Avoids ID conflicts when updating body regions

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/cont









Overview

- Development & Validation (automotive)
- Model Overview
- Underbody Blast Application
- Flexion Injuries & Posture
- Conclusions

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Posture Tolerance

Comparison of fracture tolerance with other postures under +Gz impact acceleration

Spinal Posture (seated)	Fracture G-level	N	Mean Age
Hyperextended	17.8 ±5.6	4	61.5
Upright (Normal)	10.4 ±3.8	5	61.0
Flexed	9.0 ±2.0	3	54.3

Ewing C.L., King, A.I., Prasad, P.,(1973), "Structural considerations of the human vertebral column under +Gz impact acceleration", ONR N00014-69-A-0235

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Flexion Injuries

Thoracolumbar spine fractures

- OEF Theater, NATO, Mounted, IED attacks, Jan-May(2008)

Fracture Type	Spine Posture	N	Distribution
Chance	Hyperflexion	5	42%
Compression	Flexion	5	42%
Burst	Upright	3	25%

Ragel, B.T., Allred, C.D., Brevard, S., Davis, R.T., Frank, E.H., 2009. Fractures of the thoracolumbar spine sustained by soldiers in vehicles attacked by improvised explosive devices. Spine 34, 2400-2405

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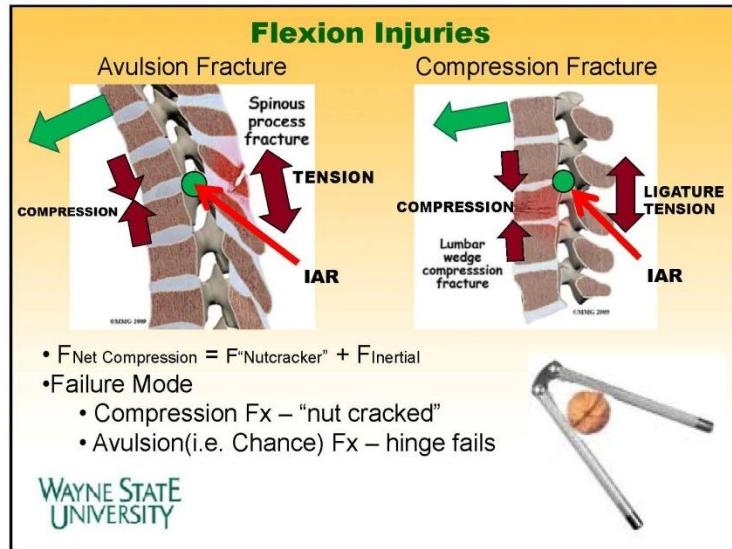
Flexion Injuries

Denis Three-column Spine Fracture loading (primary)

The diagram shows two sets of sagittal and axial cross-sections of the spine. The top set illustrates Denis' three-column model: Anterior (AP), Posterior (PL), and Lateral (L). The bottom set shows the spine under flexion, with the anterior column failing first (Compression Anterior), then the posterior column (Chance Posterior), and finally the middle column (Burst Anterior & Middle). Three 3D models of the spine are shown to the right, each with a red shaded area indicating the type of failure.

Denis, F., 1983. The three column spine and its significance in the classification of acute thoracolumbar spine injuries. Spine 8, 817-31

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Overview

- Development & Validation (automotive)
- Model Overview
- Underbody Blast Application
- Flexion Injuries & Posture
- Conclusions

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Conclusions

Observations and Conclusions

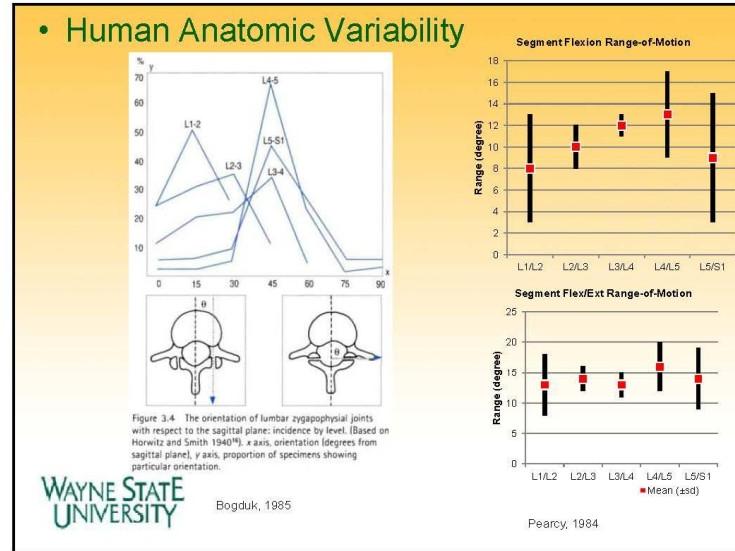
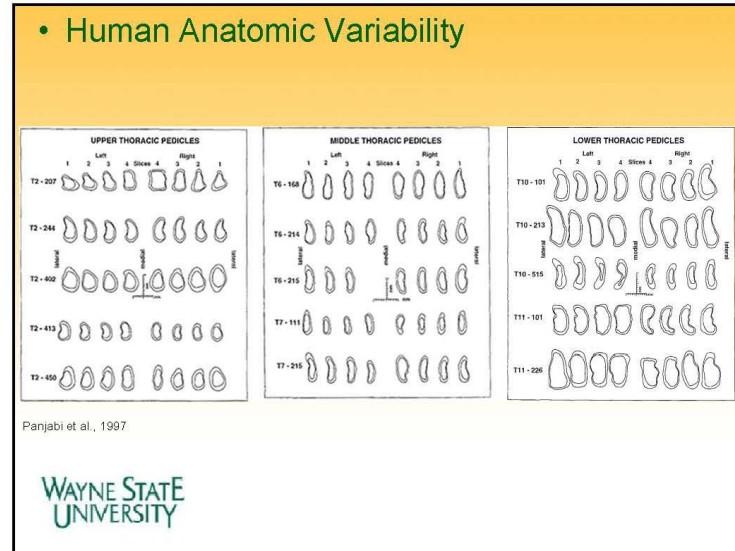
- Three-column spine characteristics are important to Theater injuries
 - High prevalence of flexion-related fractures
- Three-column ≠ Single-column spine
 - Flexion/"Nutcracker" force may increase spine compression beyond accelerative inertial loading
- Path forward, physical surrogate will be challenge
 - Numerical models best near term
 - WSUHBM single/double-column to three-column

1. Flexion
2. Extension

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The End

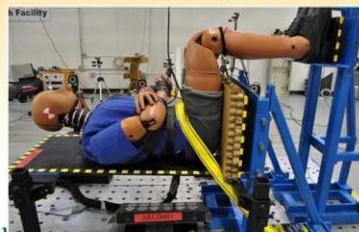
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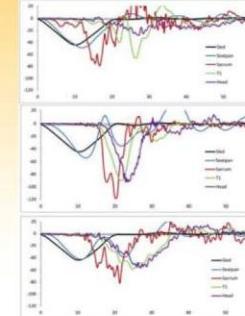


MCW – PMHS vs. HIII

Pintar, F.A., Hallman, J.J., Yoganandan, N., "Medical College of Wisconsin: Comments Baseline," WIAMan Briefing 06-DEC-2011

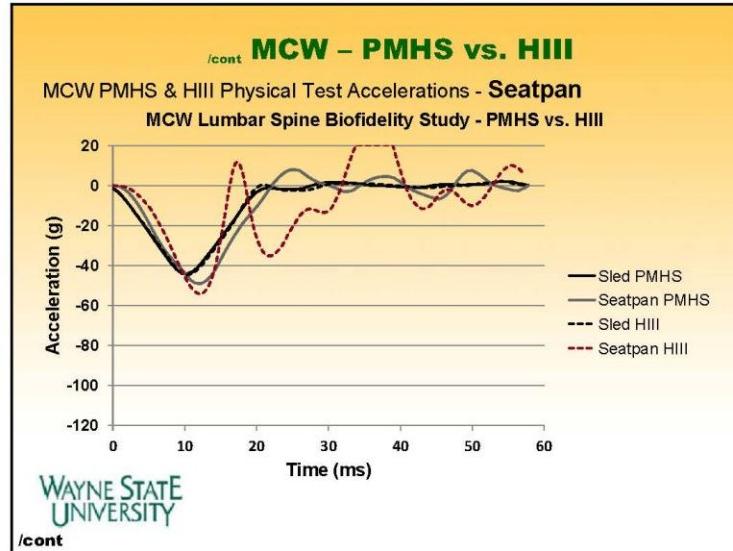
- Compare Sacrum, T1, & Head Accelerations
 - PMHS
 - Hybrid-III ATD (curved lumbar spine)
 - SID-HIII ATD (straight lumbar spine)

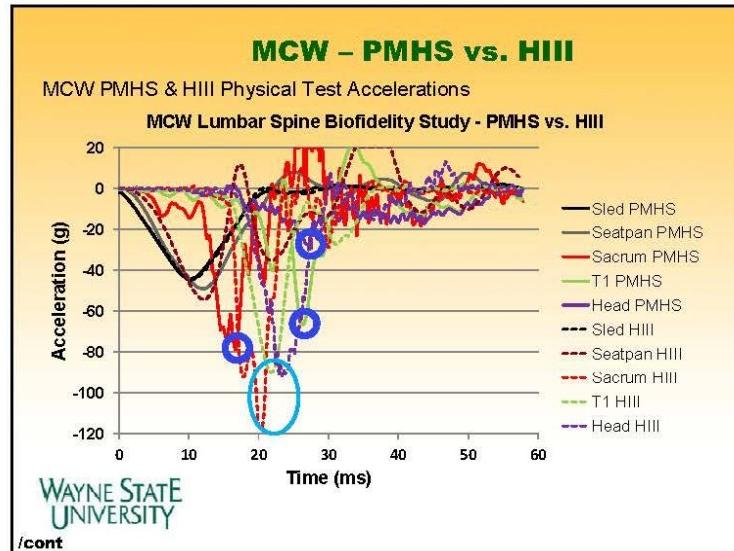




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/cont





Appendices

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WSUHBM - Thorax

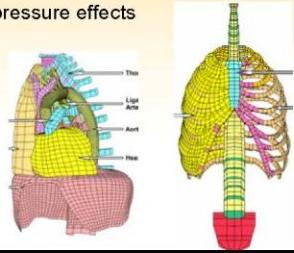
Wang, H, 1995, "Development of a side impact finite element human thoracic model," Ph.D. thesis, Wayne State University, Detroit, MI

- 1st version w/organs – lungs, heart and associated major arteries/veins
- Anthropometry from Visual Human Project
- Validation – lateral pendulum impacts (Viano,1989)

Shah et al, 2001, "Development of a computer model to predict aortic rupture due to impact loading," Stapp Car Crash Journal Vol 45, SAE Paper No.: 2001-22-0007

- Modified aorta to include hemodynamic pressure effects
- Validation - side impact
 - Sternum pendulum impact (Kroell, 1974) : ~20kg @ 4-10m/s producing F = 5kN
 - Lateral pendulum impact (Viano, 1989) : 23.4kg producing F=3.5kN

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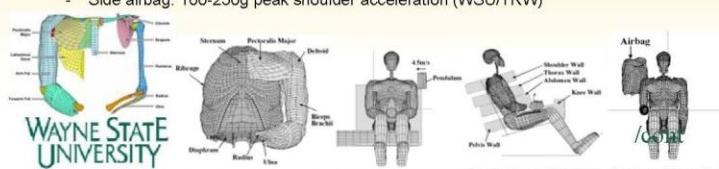


WSUHBM - Shoulder

Iwamoto et al, 2000, "Development of a finite element model of the human shoulder," Stapp Car Crash Journal Vol. 44, SAE Paper No.: 2000-01-SC19

- Model scaled from CAD (Viewpoint Datalabs®)
- Integrated with Wang (1995) WSU thorax, WSU simple head & simple abdomen, WSU pelvis, and Hybrid III hands & lower extremities
- Validation - side impact
 - Pendulum impact: 23kg @ 4.5m/s producing F=3kN (Bendjellal, 1984)
 - Lateral impact: sled @ 6.2-8.6m/s producing F = 2-4kN (Cavanaugh, 1993)
 - Side airbag: 100-250g peak shoulder acceleration (WSU/TRW)

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WSUHAM - Abdomen

Lee/Yang, 2001, "Development of a finite element model of the human abdomen," Stapp Car Crash Journal Vol . 45, SAE Paper No.: 2001-22-0004

- Human Abdomen Model (WSUHAM)
- Derived from scaled Visible Human Male Project
- Validation - side impact & narrow frontal impact (steering)
 - 23.4kg pendulum 3" below sternum 5-10m/s producing F = 2-7kN (Viano, 1989)
 - 1 or 2m lateral freefall to armrest 4-9m/s producing 30-90g T12 peak acceleration (Walfisch, 1980)
 - Bar frontal impact @ T1 producing 2-15kN (steering wheel rim) (Cavanaugh, 1986)

Figure 7: Anterior and posterior views, including various solid organs, body fat and other soft tissues.

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WSUHAM - Abdomen

Lee, 2002, "Development of a finite element model of the human abdomen," PhD Thesis, Wayne State University, Detroit

- Validation side impact & narrow frontal impact (steering wheel/belt)
 - As Lee/Yang (2001)
 - Seat belt loading – F = 4kN, Deflection = 3in. (Hardy, 2001)

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WSHM02-1 – Whole Body

Wayne State Human Model Version 2002-1 (WSHM02-1)
Integration of

- Shoulder (Iwamoto et al, 2000) – PAM-CRASH
- Thorax (Shah et al, 2001) – LS-DYNA
- Abdomen (Lee and Yang, 2001) – PAM-CRASH

By Shah - A.K.A Wayne State Human Body Model (WSUHBM)

Validations – none (relied upon component level)

The diagram illustrates the integrated whole-body model. On the left, a cross-section of the torso shows internal organs labeled: Lung, Heart, Liver, Spleen, Upper abdomen airbag, Lower abdomen airbag, and Pelvic soft tissue. Below this is the Wayne State University logo. To the right, a full-body skeleton is shown with various colored segments representing different tissue types. Labels include "Soft tissue organ" and "Skeletal structure". A caption at the bottom reads: "Fig. 1-1: The integrated whole-body model".

/cont

WSHM04-1 – Whole Body

/cont Shah, 2004, "A partially validated finite element whole-body human model for organ level injury prediction," Proceedings of IMECE04, 2004 ASME International Mechanical Engineering Congress

- Modified – version of WSHM02-1
 - Improved mesh
 - Extended abdominal skin
 - Truncated arms to avoid validation contacts
 - Added "blood" to the aorta
- Validation – **frontal (belt, airbag, steering wheel)**
 - Mid-abdominal seatbelt & airbag: 2-20msec, F = 3.5-4.5kN.
Abdominal penetration = 3-4in, (Hardy, 2001)

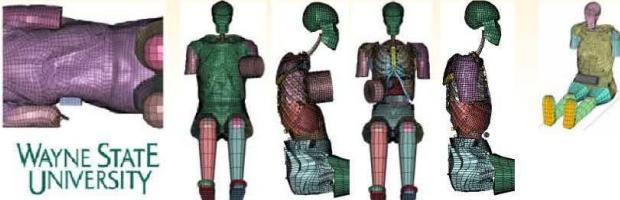
The diagram illustrates the partially validated finite element whole-body human model. On the left, a cross-section of the torso shows internal organs labeled: Lung, Heart, Liver, Spleen, Upper abdomen airbag, Lower abdomen airbag, and Pelvic soft tissue. Below this is the Wayne State University logo. In the center, two side-view diagrams show a human figure in a frontal impact configuration, wearing a seatbelt and interacting with an airbag and steering wheel. To the right, a full-body skeleton is shown with colored segments representing tissue types. A caption at the bottom reads: "Fig. 1-2: The partially validated finite element whole-body human model for organ level injury prediction".

/cont

/cont WSHM04-1 – Whole Body

Shah, 2004, "User's manual whole-body human finite element model," Bioengineering Center, Wayne State University, Detroit, MI.

- Validation – **frontal/oblique** (pendulum impacts, loading 30–50msec)
 - Oblique chest: 23.4kg @ 6.5m/s, F = 5kN peak, 100mm deflection (Viano, 1989)
 - Frontal chest: 23.1kg @ 6.5m/s, F=4kN peak, 60mm deflection (Kroell, 1974)
 - Oblique abdomen: 23.4kg @ 6.5m/s, F=4kN, 75mm deflection (Viano, 1989)
- Validation – **abdomen (steering wheel, side arm rest)**
 - Abdomen bar impact: 32kg @ 6.1m/s, F=4kN, 120mm deflection (Cavanaugh, 1986)
 - Whole body drop: 1m drop (4.4m/s), F=5kN (Walfisch, 1980 IRCBI)



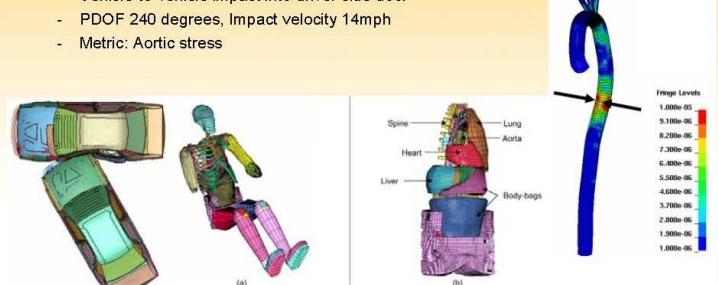
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/cont

/cont WSHM06-1 – Whole Body

Shah el al, 2005, "Analysis of a real-world crash using finite element modeling to examine traumatic rupture of the aorta", SAE Paper No.: 2005-01-1293

- Refined WSHM04-1 leg joints, respiratory & cardiovascular system
- Validation – **side impact (aortic stress)**
 - Vehicle-to-vehicle impact into driver side door
 - PDOF 240 degrees, Impact velocity 14mph
 - Metric: Aortic stress



/cont Time t=200 ms

/cont WSHM06-1 – Whole Body

Shah, 2007, "Investigation of traumatic rupture of the aorta (TRA) by obtaining aorta material and failure properties and simulating real-world aortic injury crashes using the whole-body finite element (FE) human model," PhD. Thesis, Wayne State University, Detroit

- A.K.A. Wayne State Human Body Model-II (WSUHBM)
- Refined WSHM04-1 (Validation follows)
 - Aortic injury investigation
 - Reintroduced $\frac{3}{4}$ arm
 - refined abdomen, respiratory & cardiovascular system
 - Added kinematic joints for hip, knee, and ankle

The diagram illustrates the WSHM06-1 Whole Body finite element model. It shows a 3D mesh of the human body with various joints highlighted. Labels indicate 'Spherical Joints' at the head and 'Revolute Joints' at the neck and torso. The skeleton is shown in a seated position, and the joints are labeled with coordinate axes.

/cont WSHM06-1 – Whole Body

Siegel el al, 2006, "Computer simulation and validation of the Archimedes Lever hypothesis as mechanism for aortic isthmus disruption in a case of later impact motor vehicle crash: a Crash Injury Research Engineering Network (CIREN) study", J Trauma Injury, Infection, and Critical Care, 1072-82.

- Validation - side impact (haemostatic pressure)
 - Vehicle-to-vehicle impact into driver side door
 - PDOF 260 degrees, Delta-V 46kph
 - Metric: Aortic arch haemostatic pressure

The diagram shows three parts: 1) A schematic of a side impact test setup with a car body section labeled V1, V2, B, and a PDOF of 260° and a change in velocity (ΔV) of 46 kph. 2) A 3D rendering of a car interior during a B-pillar thoracic impact. 3) A detailed 3D finite element model of the aortic arch and heart in the pericardium, showing stress contours and points of maximum stress.

/cont WSHM06-1 – Whole Body

Siegel el al, 2010, "Analysis of the mechanism of lateral impact aortic isthmus disruption in real-life motor vehicle crashes using a computer-based finite element numeric model: with simulation of prevention strategies", J Trauma Injury, Infection, and Critical Care.

- Investigate efficacy of side impact mitigation schemes (i.e. airbag)
- Validation - **side impact (haemostatic pressure)**
 - Vehicle-to-vehicle crashes (CIREN)
 - Delta-V: 59 and 45kph (37 and 28mph)
 - Metric: Aortic arch haemostatic pressure

/cont

/cont WSHBM-II – Whole Body

Belwadi el al, 2011, "Finite element reconstruction of real world aortic injury in near-side lateral automotive crashes with conceptual countermeasures," PhD Thesis, Wayne State University, Detroit.

Belwadi el al, 2012, "Finite element aortic injury reconstruction of near side lateral impacts using real world crash data," J of Biomech Eng.

- Validation – **side impact (aortic pressure & strain)**
 - compared metrics to real-world crash outcomes
 - Average maximum principal strain (AMPS)
 - Maximum pressures in the aorta

/cont

/cont WSHBM-II – Whole Body

Belwadi et al, 2012, "Aortic mechanics in high-speed racing crashes", SAE Paper No.: 2012-01-0101

- Evaluate 6-point harness and shoulder pad
- Validation – side impact (aortic pressure , strain, & kinematics, thoracic deformation)
 - Indy race car lateral impact (Begeman and Melvin, 2002 - MADYMO)
 - Delta-V 86.9-104.6kph (54-65mph)
 - Metric: Aortic haemostatic pressure, ave max principal strain (AMPS) (vs Belwadi, 2011), aortic motion and deformation of the thorax.



Figure 1. Initial position of WSHBM in the Indy racing buck

WSU LLMS-Lower Extremity

Lower Limb Model for Safety (LLMS) from CT & MRI of subject

Beillas et al, 1999, "Foot and ankle finite element modeling using CT-scan data," 43rd Stapp Car Crash Conference, SAE Paper No.: 99SC11 [affiliated with Wayne State University]

Beillas et al, 2001, "Lower limb: advanced FE model and new experimental data," 45th Stapp Car Crash Conference, SAE Paper No.: 2001-22-00022

Validation

Table 2: List of the set-up used for the validation of the model by anatomical region and loading type

Test Condition	Setup	Reference	Static or Dynamic
Tibia region:			
Axial compression	Present reanalysis		S
Foot & Tibia complex (new set-up only)	Present reanalysis		S
Axial compression along the tibia	Present reanalysis		
Femur-Knee-Tibia complex:			
Horizontal impact on patella	90° knee angle	Haut, R.C. et al. (1995)	D
Horizontal impact on patella	90°(+) knee angle	Hayashi et al. (1996)	D
Vertical impact on tibia	90° knee angle	Bangmaier et al. (1999)	D
X-P shear on tibia	90° knee angle	Vium et al. (1978)	D
Whole lower limb:			
Lateral-medial shear on proximal tibia	Standing position	Kajzer et al. (1990)	D
Knee bending (lateral-medial shear on distal tibia)	Standing position	Kajzer et al. (1993)	D
Whole Body			
Sled		Cheng et al. (1984)	D

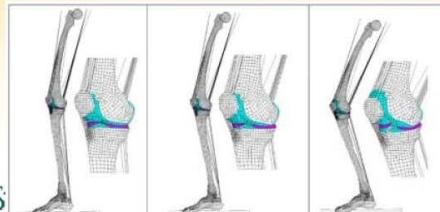
WAYNE STATE UNIVERSITY

/cont

/cont WSU LLMS-Lower Extremity

Beillas et al, 2004, "A new method to investigate in vivo knee behavior using a finite element model of the lower limb," 45th Stapp Car Crash Conference, J Biomech, 37, 1019-30

- Hopping on one leg, flexed knee
- Validation – kinematics during hop
 - Joint angle
 - Joint displacement



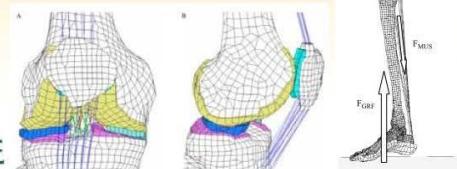
WAYNE STATE UNIVERSITY

/cont

/cont WSU LLMS-Lower Extremity

Beillas et al, 2007, "Sensitivity of the tibio-femoral response to finite element modeling parameters," Computer Methods in Biomechanics and Biomedical Engineering, 209-21

- Hopping on one leg, flexed knee
 - Prescribed femur motion
 - Prescribed ground motion – peak 2500N
- Simulated muscle forces
- Validation - joint angles



WAYNE STATE UNIVERSITY

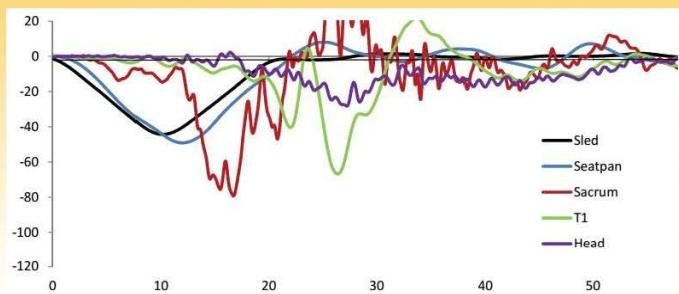
Overview

- Development & Validation (automotive)
- Model Overview
- Underbody Blast Application
- Flexion Injuries & Posture
- Conclusions

WAYNE STATE
UNIVERSITY

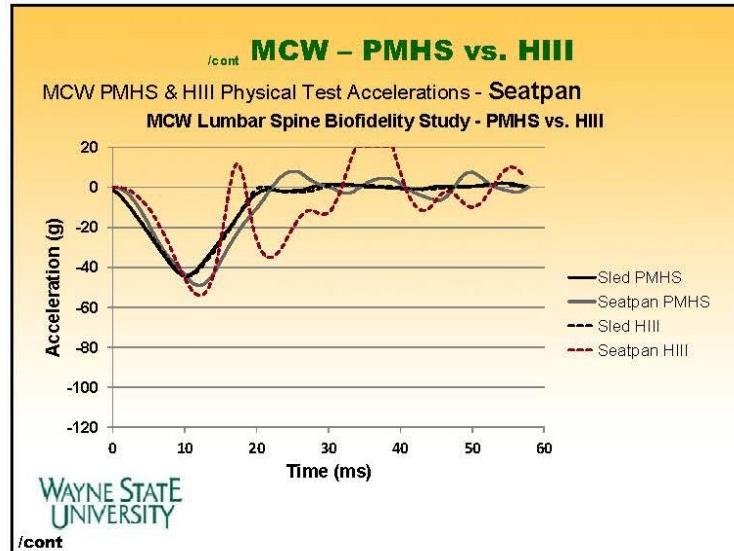
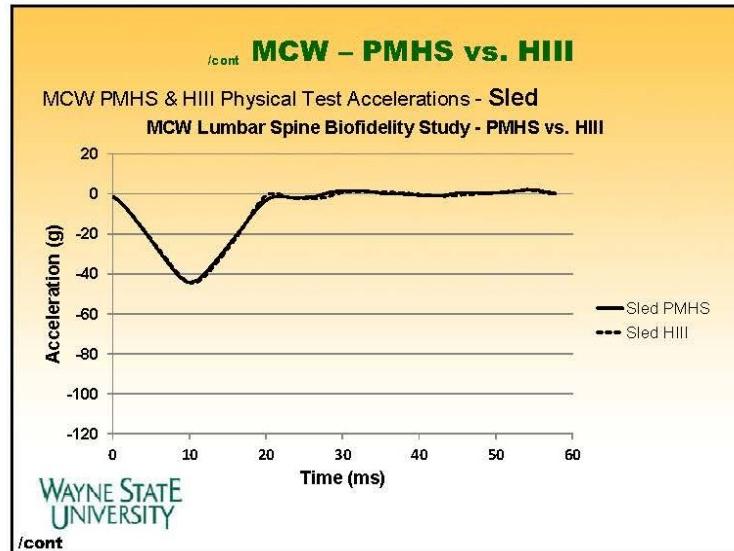
/cont MCW – Baseline Pulse

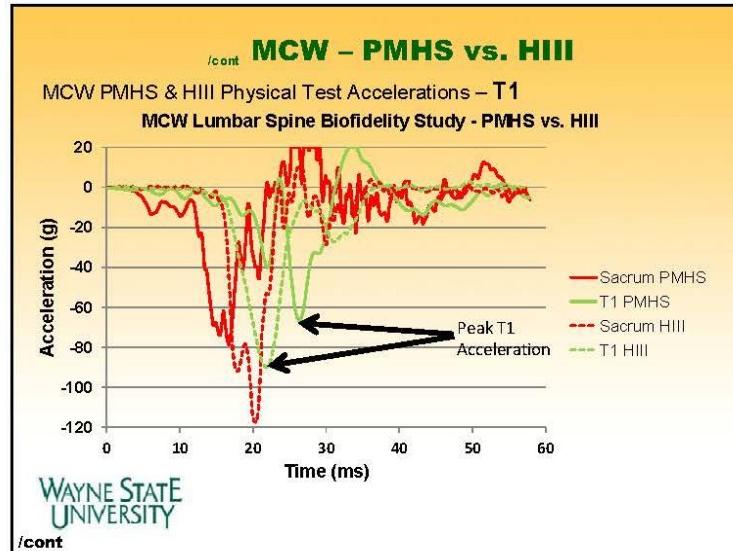
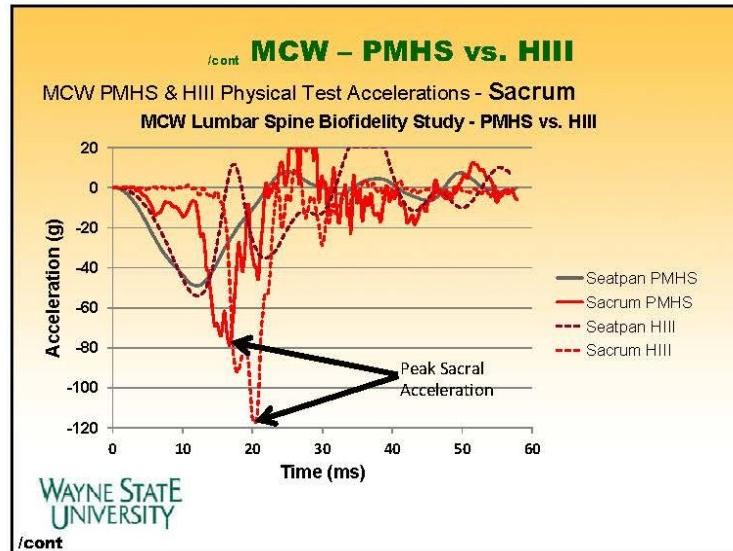
MCW PMHS Physical Test Accelerations

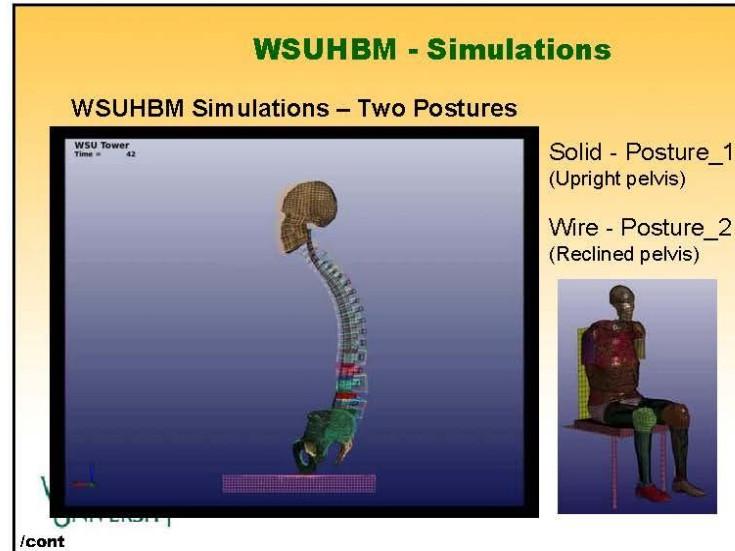
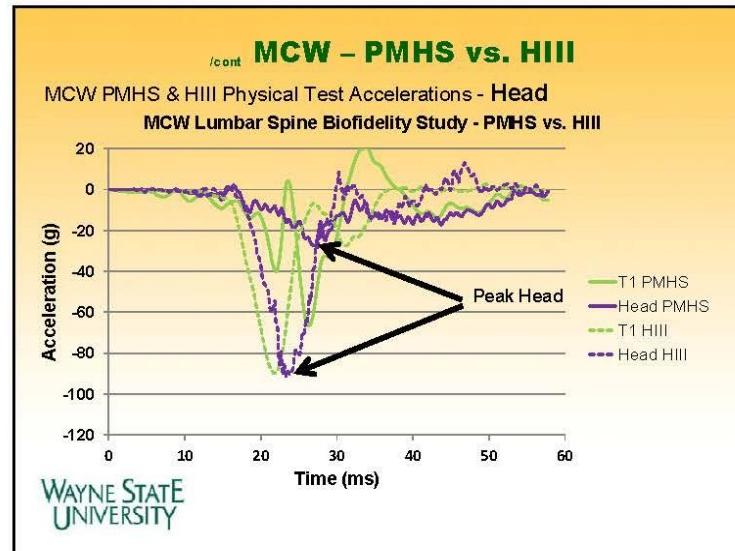


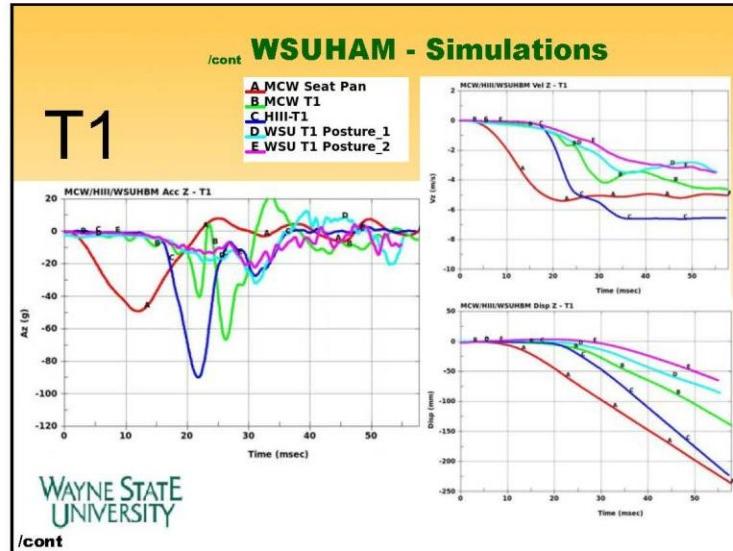
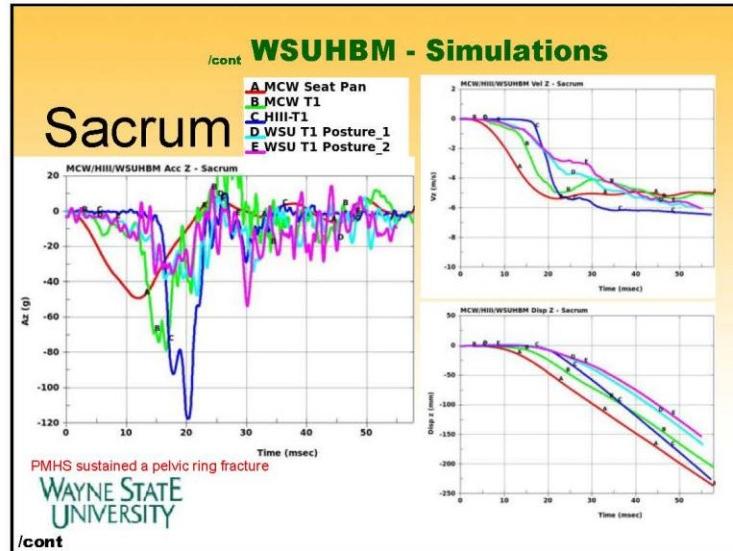
Note: Subject sustained a pelvic ring fracture

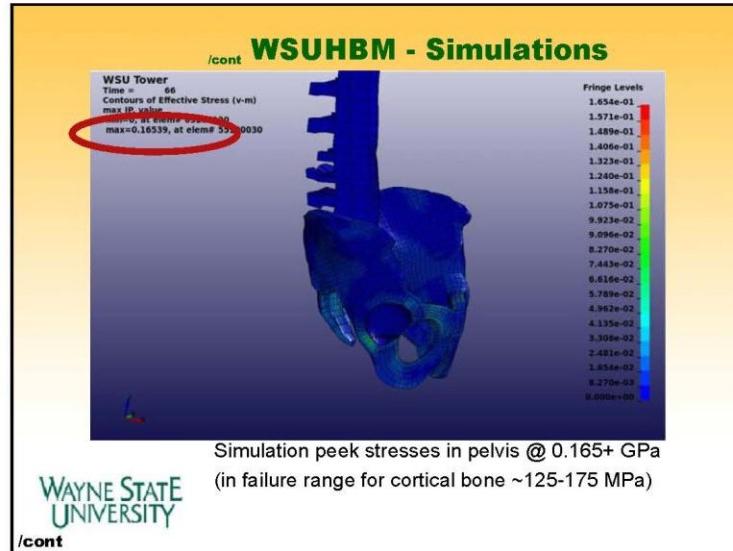
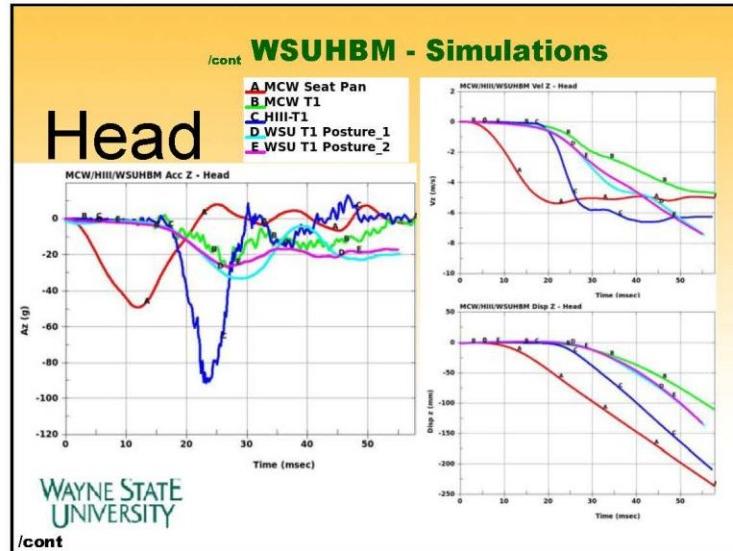
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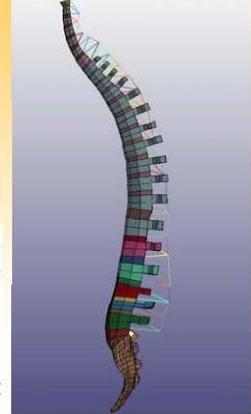
- WSUHBM Posterior Spine & Ligature
 - Human highly variable
 - Rigid beams/belts
 - Parametrically defined



Vertebra	n	x (deg.)	Calculated dimensions (mm)		
			L	VBR	VBW
<i>Control</i>					
T10	136	10.7	51.3	17.60	13.86
C2	141	14.4	41.2	14.30	12.20
C4	141	12.1	41.2	14.30	12.20
C5	140	6.1	49.4	13.25	15.90
C6	140	3.4	51.3	13.25	15.90
C7	126	7.3	63.1	14.75	16.55
<i>Average</i>					
T10	136	-3.8	50.9	16.25	13.86
L4	137	-3.0	84.6	27.10	34.15
L5	137	-2.5	84.3	27.10	34.15
L6	137	-2.9	83.7	27.25	34.60
S1	136	-2.9	83.7	27.25	34.60

n, angular inclination of the spinous process of vertebrae; L, overall length of vertebra; VBR, average ventral belt height; BW, average ventral belt width; n, number of measurements.

Gilad & Nissan, 1985



The slide features a blue and yellow abstract logo in the top left corner. The main title is 'Adapting Automotive-based Finite Element Models of Lower Extremity for High-Rate Impact Simulation of Occupants Subject to Under-Vehicle Blasts' in orange text. Below the title are the names 'Matthew B. Panzer, PhD' and 'Robert S. Salzar, PhD'. In the bottom left, it says 'Accelerative Loading Workshop January 8, 2014 Aberdeen MD'. The bottom right contains the University of Virginia logo and 'UNIVERSITY OF VIRGINIA CENTER for APPLIED BIOMECHANICS'.

Adapting Automotive-based Finite Element Models of Lower Extremity for High-Rate Impact Simulation of Occupants Subject to Under-Vehicle Blasts

Matthew B. Panzer, PhD
Robert S. Salzar, PhD

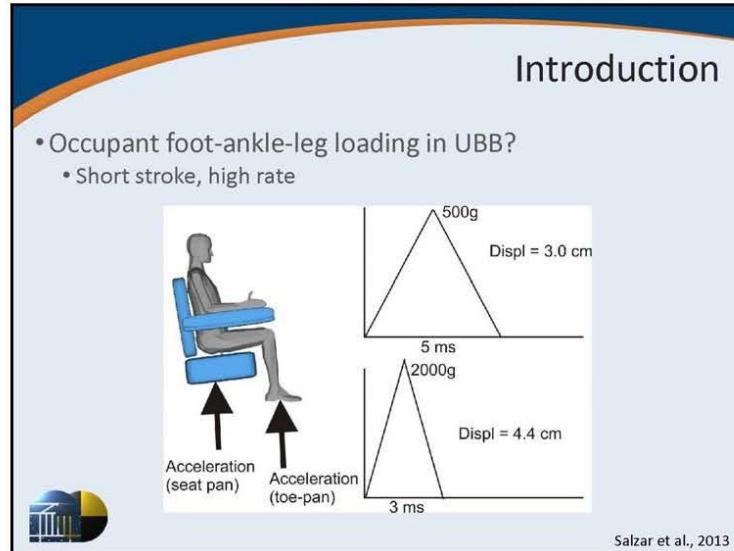
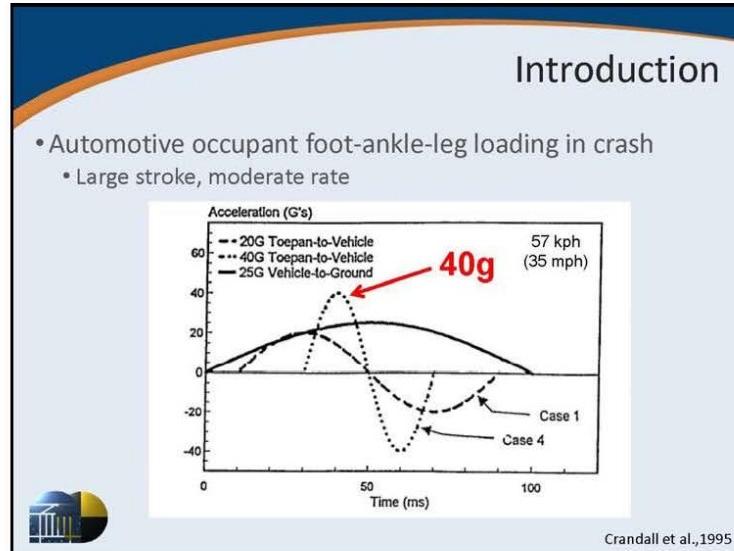
Accelerative Loading Workshop
January 8, 2014
Aberdeen MD

UNIVERSITY OF VIRGINIA
CENTER for APPLIED BIOMECHANICS

The slide has a blue header bar with the word 'Introduction' in white. The main content area lists several bullet points about roadside IEDs and their impact on military vehicles and occupants, including under-vehicle blast, severe fractures, and axial loading. The bottom left contains the same abstract logo as the title slide.

Introduction

- Roadside IEDs are a threat to military vehicles and their occupants
 - Under-vehicle blast or under-body blast (UBB)
- Severe fractures to the foot-ankle-lower leg account for over 80% of all UBB skeletal injuries (Ramasamy, 2011)
 - Severe foot and ankle injuries are also prevalent in frontal automotive impacts (Crandall, 1994)
- Axial loading is the hypothesized injury mechanism
 - How are these impacts different?



Questions

- Can we use experience with automotive injury biomechanics to better understand military injuries?
 - Many human body models (HBM) developed for automotive injury biomechanics
- How well do automotive-based models perform in military environment?
 - Can these models be modified for a loading regime that they were not initially designed for?



Objectives

- Evaluation of existing automotive-based finite element (FE) models of the human and Hybrid-III lower leg for predicting the response and injury caused by UBB
- Modifications made to the model to improve their response for UBB loading
- Identification of areas of future research on model development and testing



FE Lower Leg Models

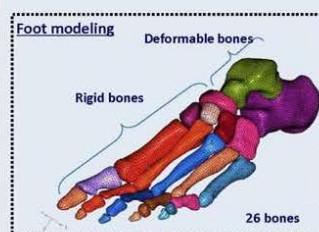
- Human model
 - Phase 1 GHBMC lower extremity FE model developed by UVA (UVA is Center of Expertise for the lower extremity and thorax)
 - 50th percentile male (175 cm, 77 kg) (Gayzik et al., 2009)
 - Shin et al., 2012. ABME
- Hybrid-III model
 - Hybrid-III (50th percentile male) lower extremity FE model developed by NCAC (GWU) and LSTC
 - Hybrid-III is a commonly used ATD in current UBB testing
 - Included with LS-Dyna license



FE Lower Leg Models

- Human model
 - Foot and ankle

Foot modeling

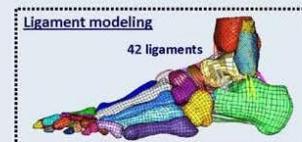


Rigid bones

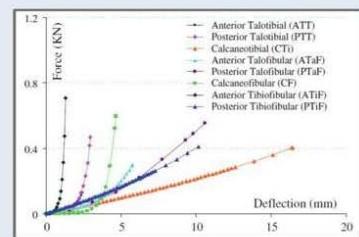
Deformable bones

26 bones

Ligament modeling



42 ligaments



Force (kN)

Deflection (mm)

- Anterior Talofibular (ATT)
- Posterior Talofibular (PTT)
- Calcaneonibular (CT)
- Anterior Talofibular (ATaF)
- posterior Talofibular (PTaF)
- Calcaneofibular (CF)
- Anterior Tibiofibular (ATIF)
- Posterior Tibiofibular (PTIF)



FE Lower Leg Models

- Human model
 - Skeletal model

Talus & Calcaneus

Solid cancellous end with cortical shell



Elastic-plastic constitutive models

Mesh resolutions

Tibia ~3.8 mm
Fibula ~2.2 mm
Calcaneus ~4.7 mm
Talus ~4.1 mm

Tibia & Fibula modeling

Solid cancellous end with cortical shell



Solid cortical shaft

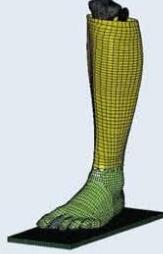
FE Lower Leg Models

- Human model
 - Validation of lower leg
 - Quasi-static (Range of motion)
 - Dynamic
 - Injury

Validation

	Model assessments	UVA-GHBM
Validation	Forefoot impact	X
	Axial rotation	X
	Axial rotation + preload	X
	Axial impact	X
	Axial impact + Achilles	X
	Dorsiflexion	X
	Xversion	X
	Xversion + preload	X
Injury predictions	Bony fracture	X
	Ligament failure	X

Mass: 4.17 kg
Parts: 115
Nodes: 38,172
Elements: 44,548



FE Lower Leg Models

- Hybrid-III model

Mass: 5.02 kg
Parts: 15
Nodes: 17,293
Elements: 18,411

Structural members (steel components) are linear elastic.

Leg flesh and foot is modeled as a composite of foam and rubber (skin).

Spherical joint at ankle between foot and tibia.

Experimental UBB Injury Model

- UVa UBB lower leg injury model
 - Drop height
 - 1 to 2 m (4.4 to 5.9 m/s)
 - Impact hammer mass
 - 38.5 to 61.2 kg
 - Stroke limited, pulse shaper
 - 25 mm (1")
 - EPS and Al honeycomb
 - Up to 600 g impact
 - Less than 2 ms duration

Impact Hammer

Impact Plate

Leg

Load Cell

Experimental UBB Injury Model

- PMHS UBB testing
 - 18 fresh-frozen PMHS lower legs
 - Henderson et al., 2013. *IRCOBI*.

Age (years)	Height (cm)	Weight (kg)	Tibia Length (mm)
53.4 ± 6.9	181.7 ± 3.6	96.1 ± 20.6	387.3 ± 21.6

- 18 tests with Hybrid-III 50th leg
 - Bailey et al., 2013. *IRCOBI*.
- Proximal tibia potted with plantar surface facing up
- Preloaded impact plate (10.2 kg)
- Reaction mass (7.2 kg) at proximal tibia unconstrained in vertical

Experimental UBB Injury Model

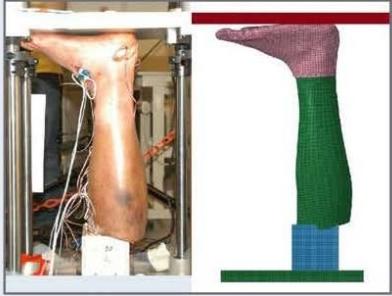
- Example impact time-history
 - PMHS data

The graph displays two data series: Impact Plate Acceleration (G) and Proximal Tibia Force (N) versus Time (s). The x-axis represents Time from 0.000 to 0.020 seconds. The left y-axis represents Impact Plate Acceleration (G) from -800 to 400. The right y-axis represents Proximal Tibia Force (N) from -8000 to 4000. The Acceleration curve (blue line) shows a sharp negative peak of approximately -700 G at 0.002s, followed by a positive peak of about 300 G at 0.004s, and then a series of smaller oscillations. The Force curve (red line) shows a sharp negative peak of about -6500 N at 0.002s, followed by a positive peak of about 2500 N at 0.004s, and then a series of smaller oscillations.

The schematic diagram illustrates the experimental setup. An Impact Hammer is positioned above an Impact Plate, which is attached to a Leg. The Leg is supported by a Load Cell. Various sensors are indicated: Impact Hammer, Impact Plate, Leg, and Load Cell.

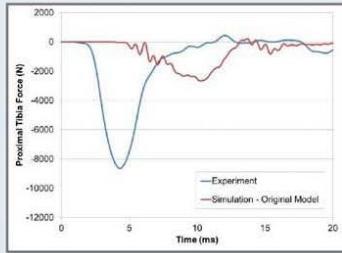
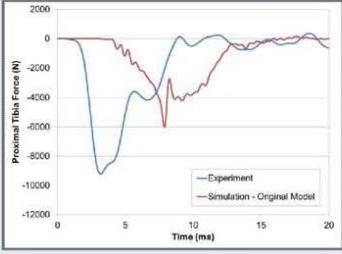
Simulation Setup

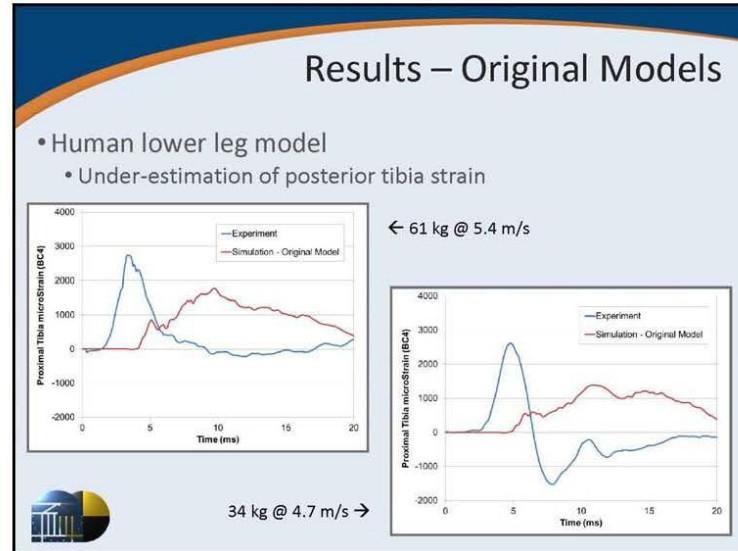
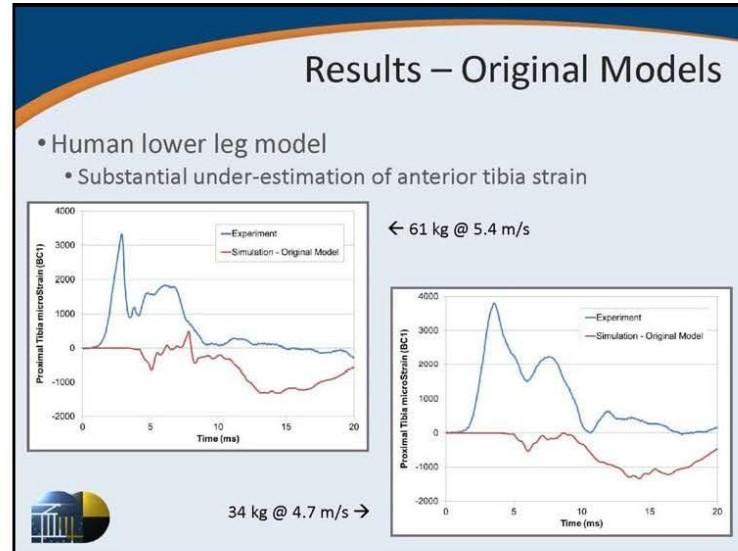
- FE Model setup
 - Preload 100 N
 - Impact plate prescribed test acceleration pulse
 - Simulation time:
 - 20 ms
 - Output focus:
 - Load cell force(s)
 - Distal tibia strain (PMHS)



Results – Original Models

- Human lower leg model
 - Substantial under-estimation of force, loading rate





Results – Original Models

- Hybrid-III lower leg model
 - Under-estimation of tibia forces

Unmodified Hybrid-III Leg Model

The graph plots Force (N) on the y-axis (ranging from -20000 to 5000) against Time (ms) on the x-axis (ranging from 0 to 25). It contains four data series:

- Experimental Lower Tibia Fz
- Experimental Upper Tibia Fz
- Model Lower Tibia Fz
- Model Upper Tibia Fz

The experimental data shows a deep negative peak reaching approximately -18000 N at about 5 ms. The model data shows a shallower negative peak reaching approximately -12000 N at about 5 ms.

Results – Original Models

- Summary
 - Original lower legs models, developed for automotive applications, were not accurate for UBB loading
 - Slower loading rates, lower peak forces
- Key areas for improving model response
 - Material properties for the foot/heel
 - Both human and Hybrid-III models used non-rate sensitive material properties
 - Mesh refinement for bony tissues in human model
 - Fracture sensitivity, contact continuity issue for poorly meshed areas
 - Single-layer solid elements in tibia/fibula cortical bone affect bending
 - Geometry refinement in Hybrid-III foot model
 - Incorrect ankle

Modifications

- Human model
 - Increased mesh density
 - Tibia: 3.8 mm to 1.9 mm
 - Fibula: 2.2 mm to 1.1 mm
 - Calcaneus: 4.7 mm to 3.2 mm
 - Talus: 4.1 mm to 2.3 mm

Increased to 2 through-thickness elements in shaft

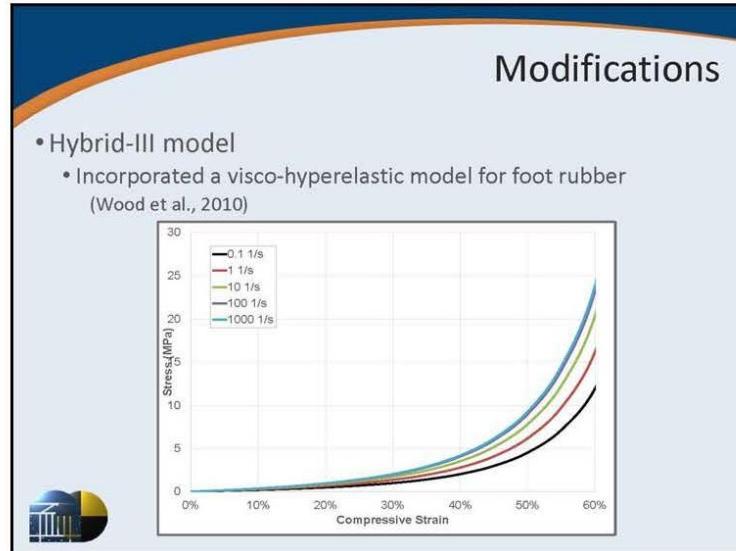
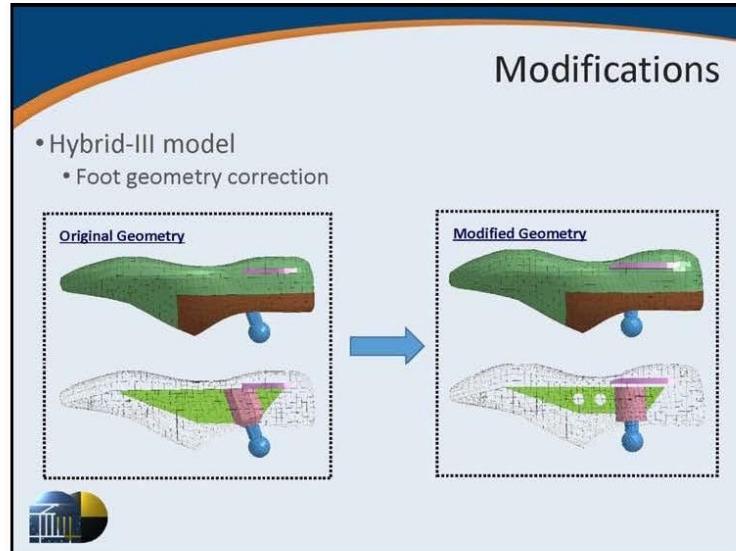
The diagram illustrates the modification of a human model's mesh. On the left, under 'Original Mesh', a 3D model of a human foot is shown with a coarse, multi-colored triangular mesh. An arrow points to the right, where under 'Modified Mesh', the same foot model is shown with a much finer, more uniform blue triangular mesh. A callout box above the arrow specifies that the mesh has been increased to 2 through-thickness elements in the shaft.

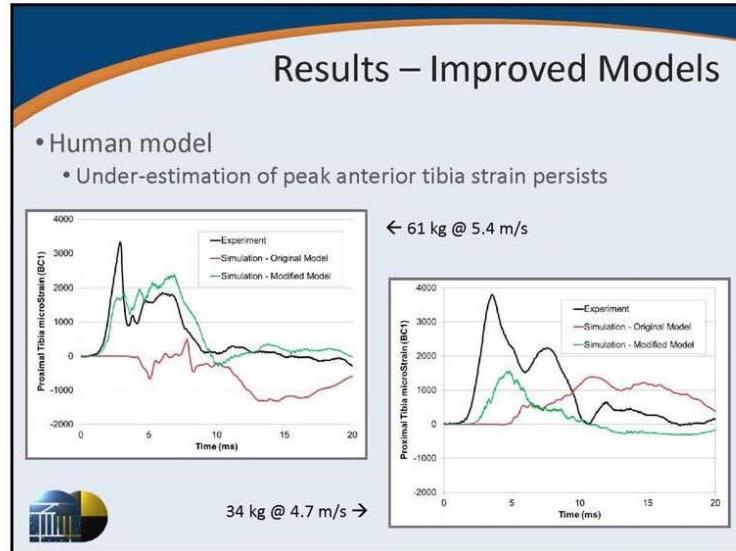
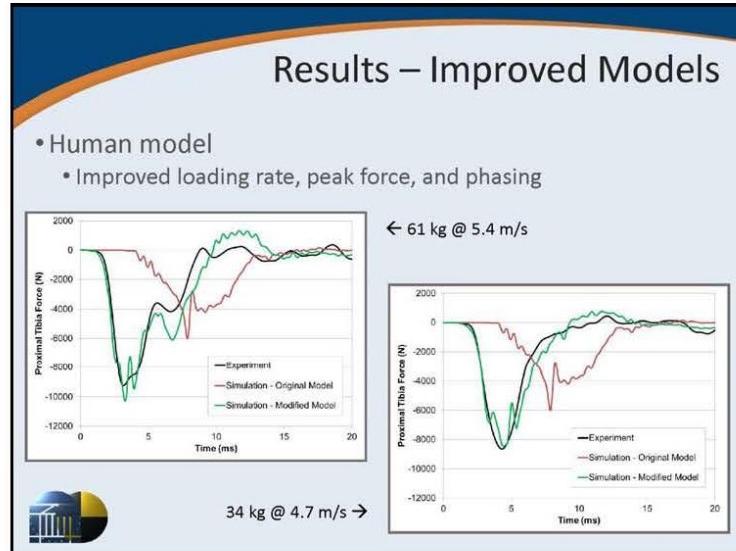
Modifications

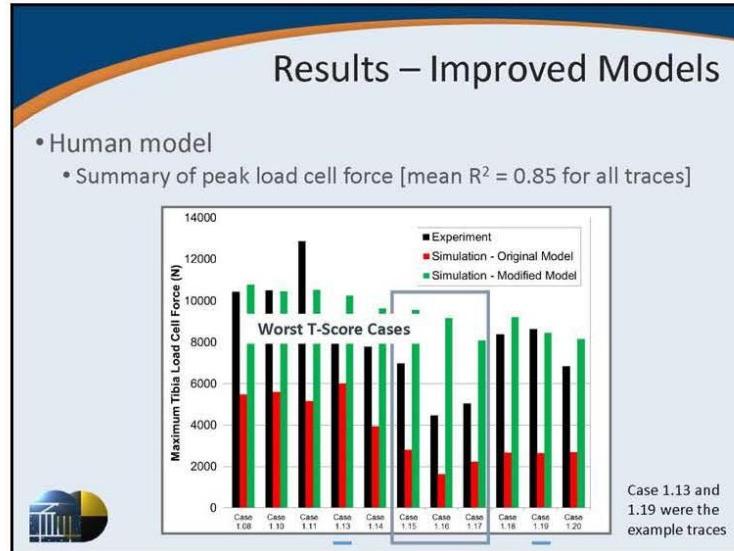
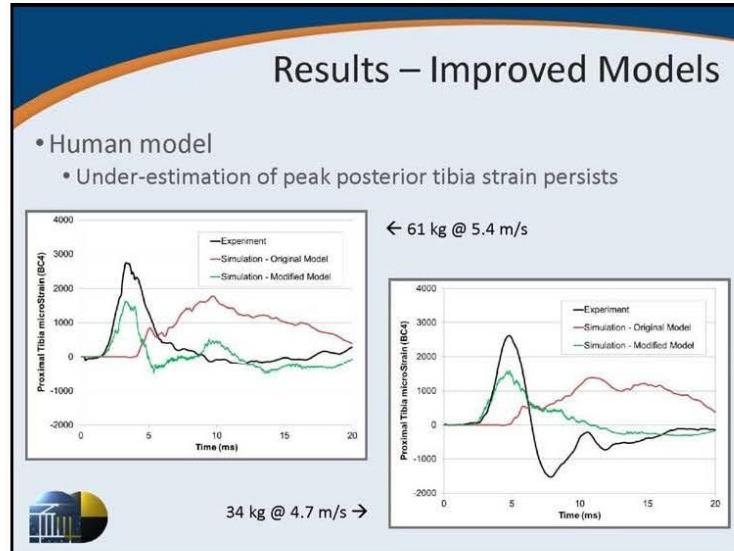
- Human model
 - Incorporated a visco-hyperelastic model for dynamic heel-pad mechanics (Natali et al., 2010)

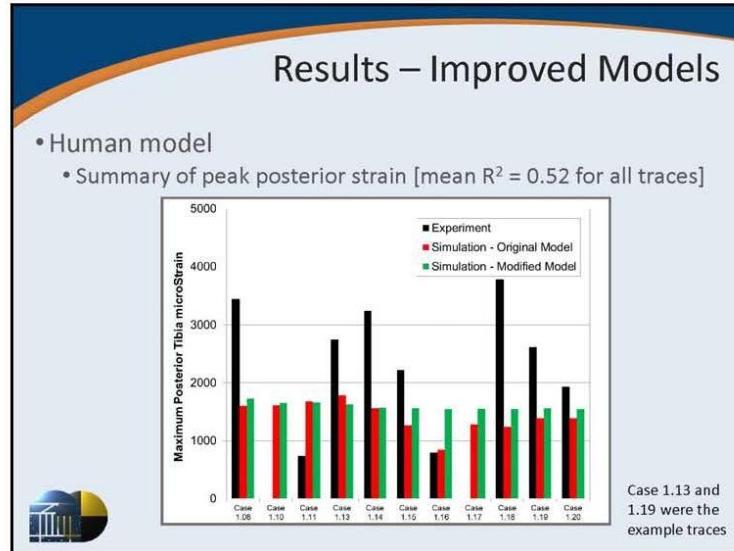
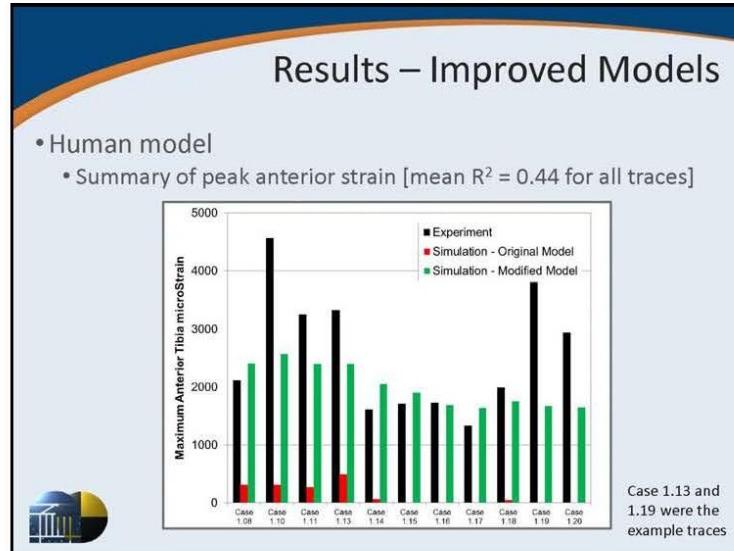
The graph plots Stress (MPa) on the y-axis (0 to 40) against Compressive Strain on the x-axis (0% to 50%). Five curves are shown, each corresponding to a different loading rate: 0.1 1/s (dark red), 1 1/s (red), 10 1/s (green), 100 1/s (purple), and 1000 1/s (cyan). The curves show that stress increases with both strain and loading rate. Higher loading rates result in higher peak stresses at lower strains.

Compressive Strain (%)	0.1 1/s (MPa)	1 1/s (MPa)	10 1/s (MPa)	100 1/s (MPa)	1000 1/s (MPa)
0%	0	0	0	0	0
10%	~1	~1	~1	~1	~1
20%	~2	~2	~2	~2	~2
30%	~3	~3	~3	~3	~3
40%	~10	~10	~10	~10	~35
50%	~15	~15	~22	~35	~40



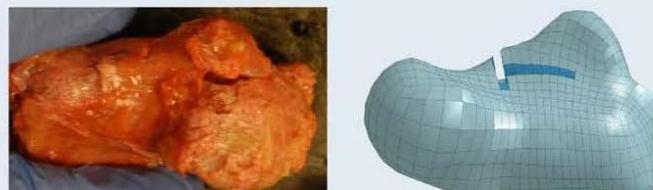






Results – Improved Models

- Human model
 - Similar fracture patterns between experimental and model
 - Calcaneal fractures initiating at the subtalar joint



Case: 61 kg @ 5.4 m/s

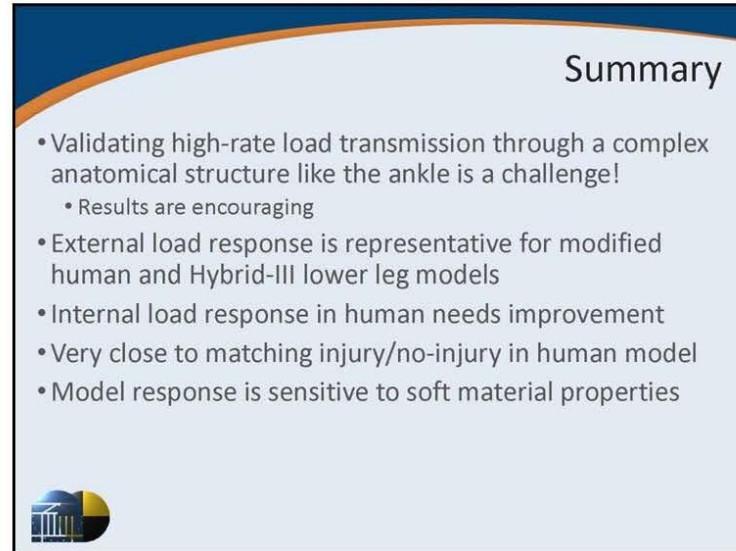
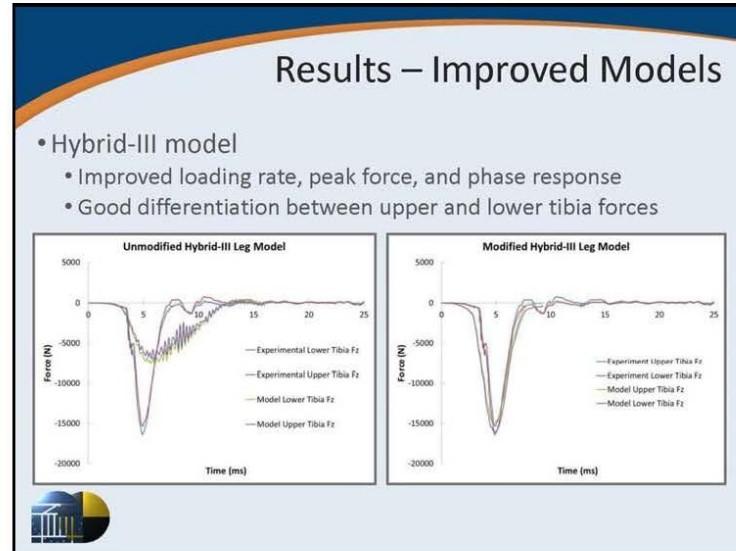


Results – Improved Models

- Human model

Case	Hammer Mass (kg)	Velocity (m/s)	Injuries reported	Simulation Injury
1.08	61.2	5.73	Calcaneus: fx line into one joint surface	Calcaneus fx
1.10	61.2	4.09	Distal Tibia: fx, partial articular	Calcaneus fx
1.11	61.2	5.57	Talus: fx NFS Calcaneus: fx NFS	Calcaneus fx
1.13	61.2	5.35	Distal Tibia: fx, partial articular Calcaneus: fx, extra articular	Calcaneus fx
1.14	34.2	5.46	Calcaneus: fx line into one joint surface Talus: fx NFS	Calcaneus fx
1.15	34.2	5.46	Calcaneus: fx NFS	Calcaneus fx
1.16	34.2	4.98	Calcaneus: fx, extra articular	Calcaneus fx, shell only
1.17	34.2	4.44	Calcaneus: fx, extra articular	Calcaneus fx, shell only
1.18	34.2	4.93	None	Calcaneus fx, shell only
1.19	34.2	4.66	None	Calcaneus fx, shell only
1.20	34.2	4.70	None	Calcaneus fx, shell only





Discussion

- Differences between human model and PMHS data
 - PMHS specific parameters (i.e., geometry, age, sex) were not accounted for in the model
 - Sensitivity of response to bone fracture thresholds
 - GHBMC ankle geometry may not be sufficient for UBB loading
 - No articular cartilage makes ankle lax, may alter kinematics

Ankle model tends to "roll" on impact, causing some tibia bending → experimental data suggests mainly axial tibia loading



Acknowledgements

- UVa Center for Applied Biomechanics
 - Founded in 1989, CAB is a joint venture between the University of Virginia Schools of Engineering and Medicine
 - State-of-the-art 30,000 sq ft facility north of Charlottesville VA
 - ~60 Researchers, staff, and students

Military Injury Biomechanics Group (Rob Salzar)

- 2 Mechanical Engineers
- 5 Graduate Students

Computational Biomechanics Group (Matt Panzer)

- 2 Research Scientists
- 2 Post-Docs
- 7 Graduate Students
- 2 Visiting Scholars





**Current Research and Development
Activities of the Full Body Model Center
of Expertise of the Global Human Body
Models Consortium Project**

F. Scott Gayzik & Joel Stitzel
Co-PI's FBM COE
Wake Forest University
January 8th, 2014

Wake Forest
School of Medicine

COB

Virginia Tech
COLLEGE of
ENGINEERING

Global Human Body Models Consortium (GHBMC)

- An international consortium of automakers & suppliers working with research institutes and government agencies to advance human body modeling (HBM) technologies for crash simulations
- OBJECTIVE: To consolidate worldwide HBM R&D effort into a single global effort
- MISSION: To develop and maintain high fidelity FE human body models for crash simulations



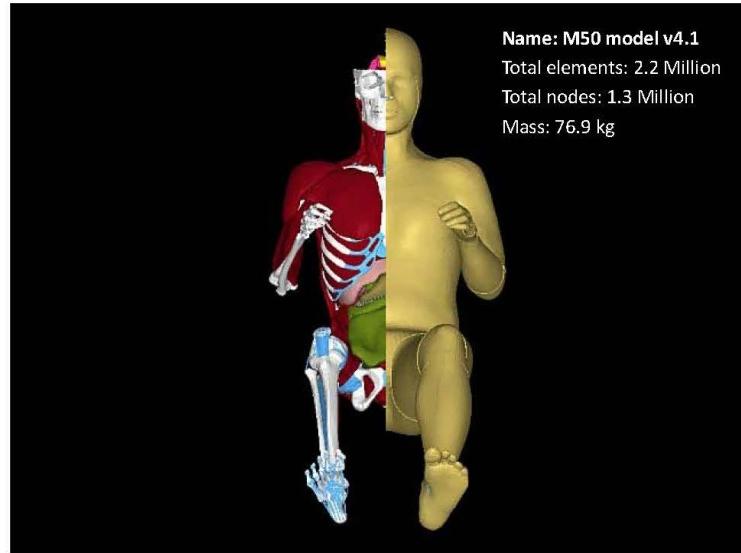
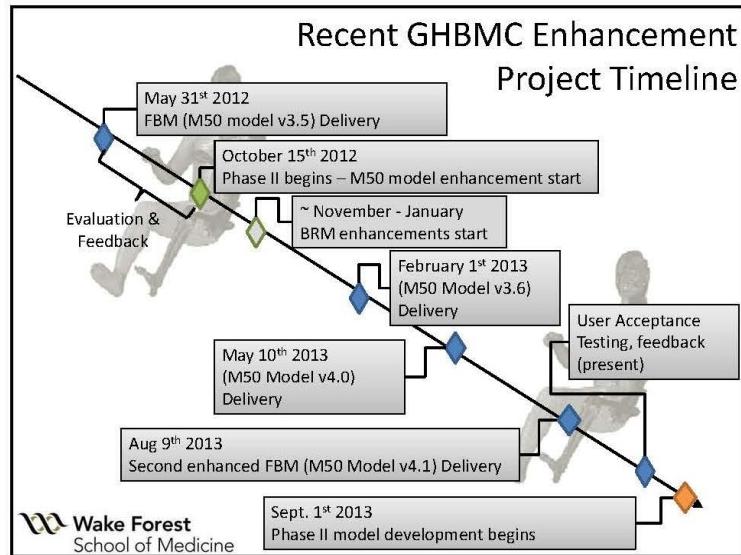


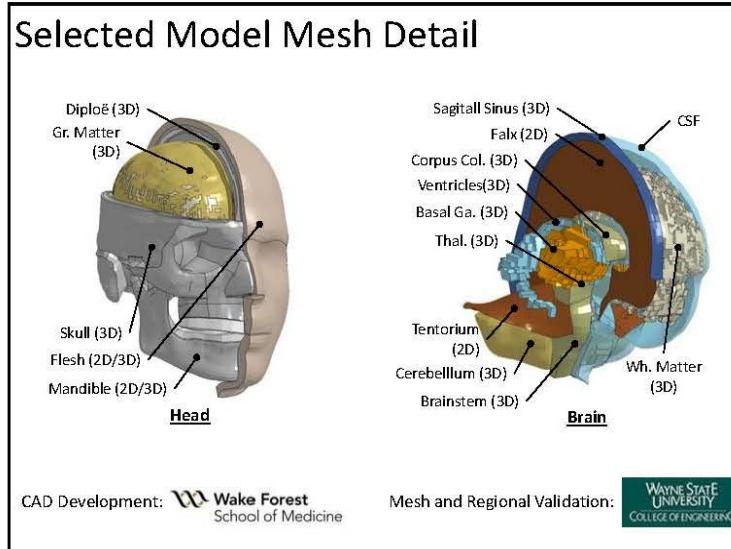
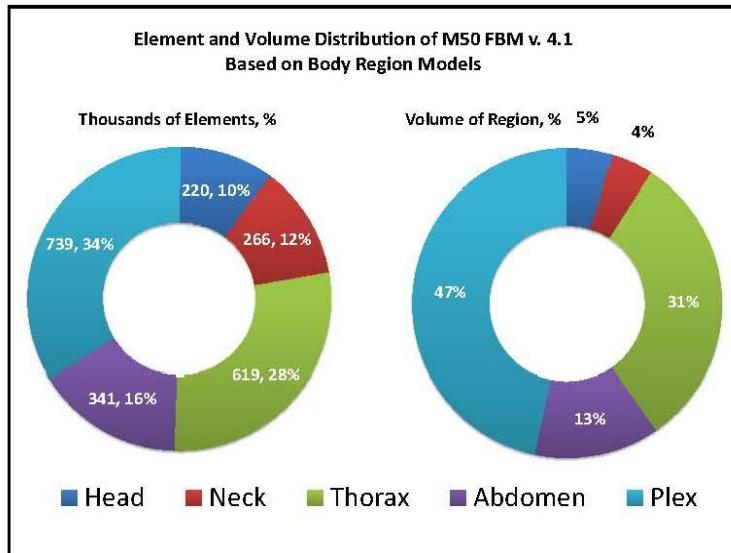
Full Body Model Center of Expertise

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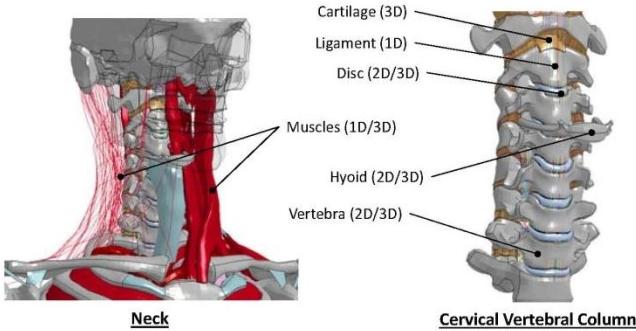
Medical Imaging MRI CT	Upright MRI External Anthro.	CAD Development • NURBS (CAD), 400+ components, G1 continuous
Model integration • Model integration at 5 intersections of body region models • Examples: 		Model Validation and robustness • Key challenges • Good agreement with data • Robustness for a broad user base

Reference: Gayzik, F.S. et al., The development of full body geometrical data for finite element models: A multi-modality approach. *2011 Annals of Biomedical Eng.*, Oct;39(10):2568-83. Epub 2011 Jul 23.



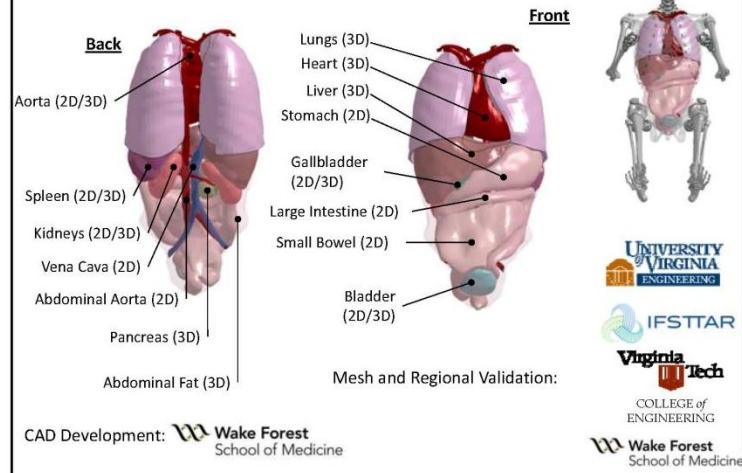


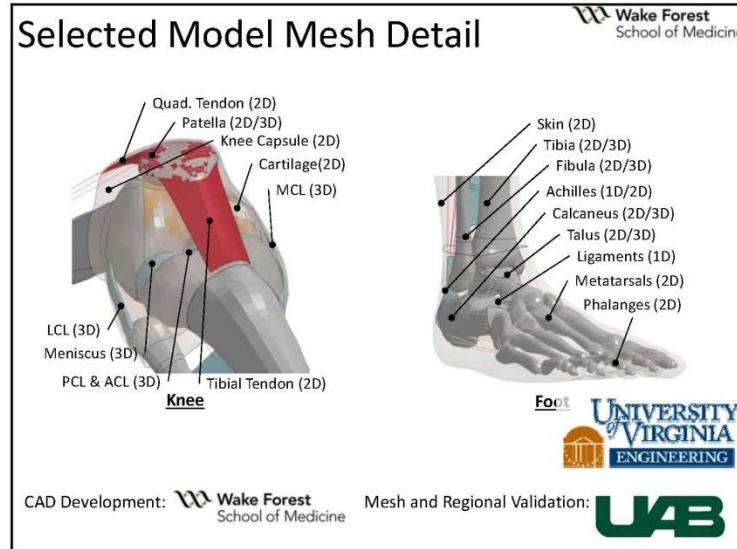
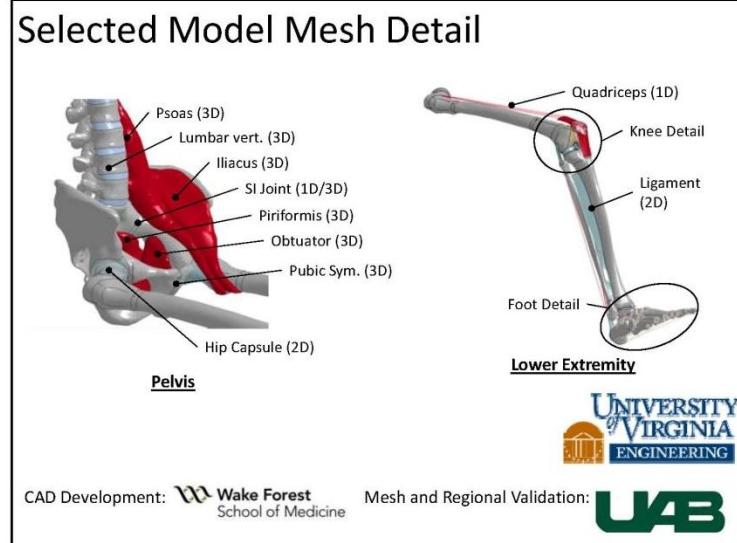
Selected Model Mesh Detail

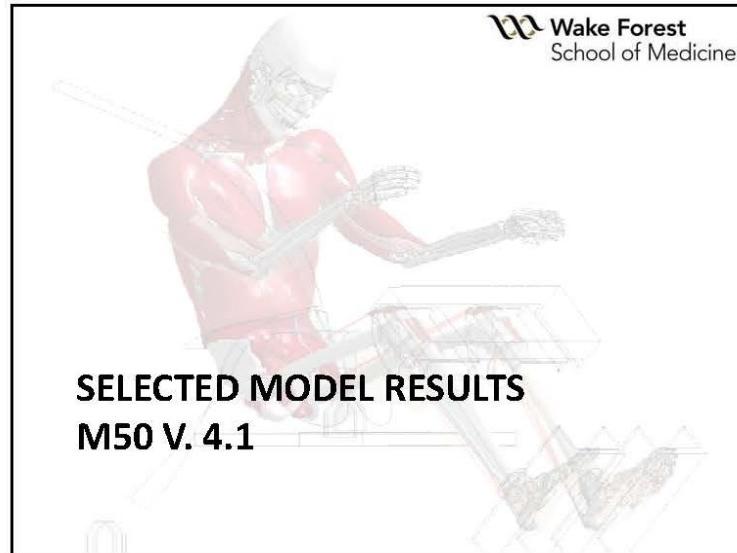
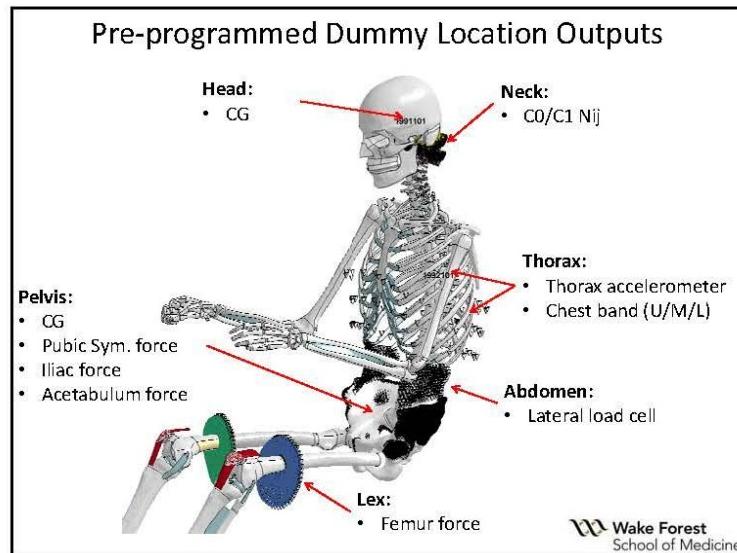


CAD Development: Wake Forest School of Medicine Mesh and Regional Validation: University of Waterloo

Selected Model Mesh Detail

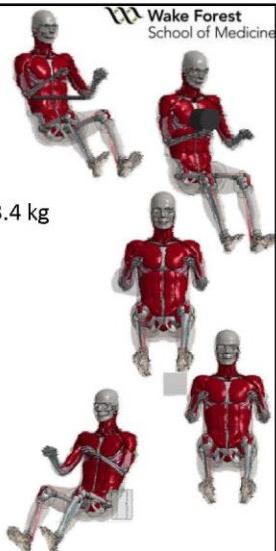






FBM Hub-Impacts

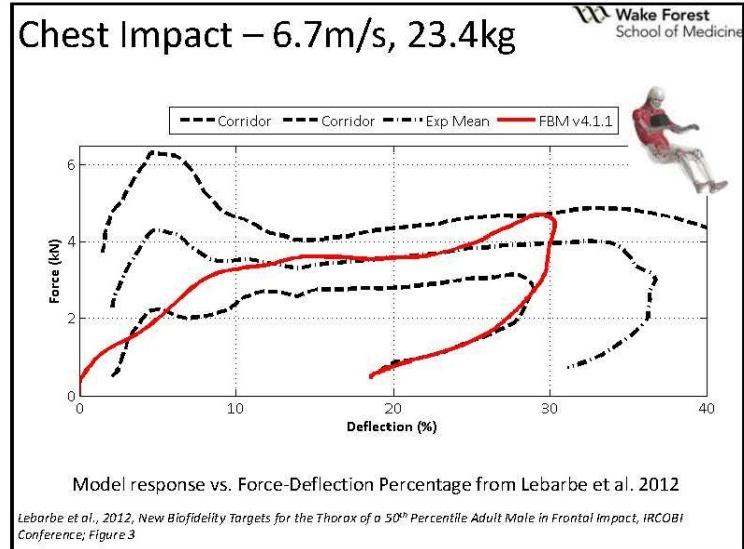
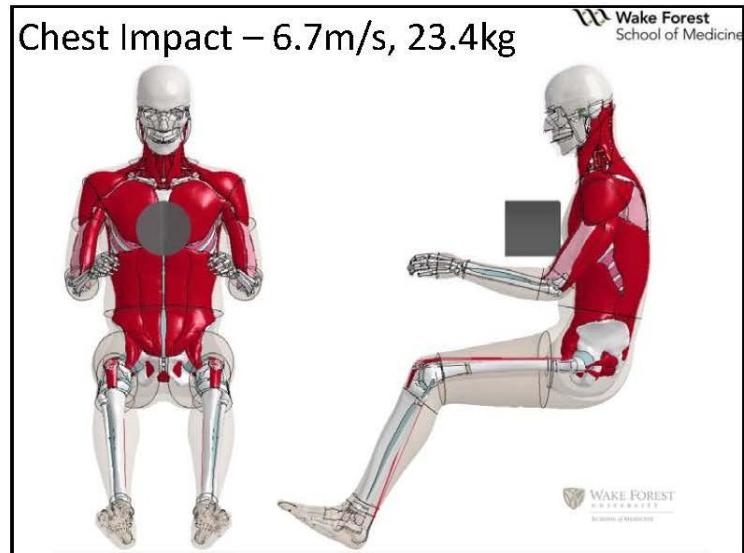
- Frontal Bar Abdominal Impact
 - Hardy et al. 2001, 6.0 m/s, 48 kg
- Frontal Chest Impact
 - Kroell, Neathery 1972, '74, 6.7 m/s, 23.4 kg
- Oblique Thoracoabdominal Impact
 - Viano et al. 1989, 6.7 m/s, 23.4 kg
- Lateral Block Pelvis Impact
 - Boquet et al. 1998, 10 m/s, 16 kg
- Lateral Shoulder Impact
 - Koh et al. 2005, 4.5 m/s, 23.4 kg
- Plate Impact
 - Kemper et al. 2009, 9 m/s, 2.34 kg

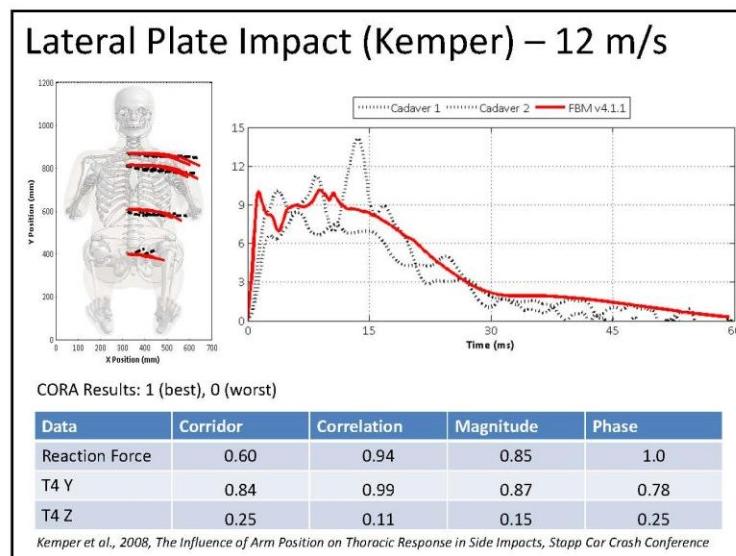
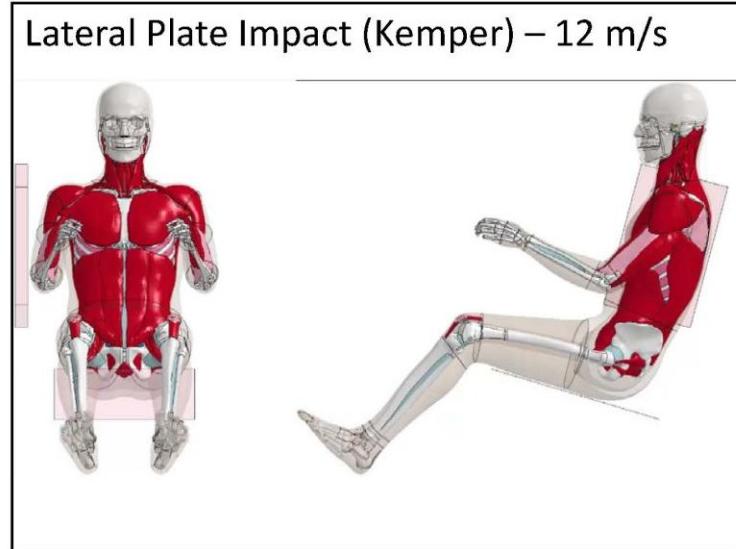


FBM Hub-Impacts

- Frontal Bar Abdominal Impact
 - Hardy et al. 2001, 6.0 m/s, 48 kg
- Frontal Chest Impact
 - Kroell, Neathery 1972, '74, 6.7 m/s, 23.4 kg
- Oblique Thoracoabdominal Impact
 - Viano et al. 1989, 6.7 m/s, 23.4 kg
- Lateral Block Pelvis Impact
 - Boquet et al. 1998, 10 m/s, 16 kg
- Lateral Shoulder Impact
 - Koh et al. 2005, 4.5 m/s, 23.4 kg
- Plate Impact
 - Kemper et al. 2009, 12 m/s, 23.4 kg

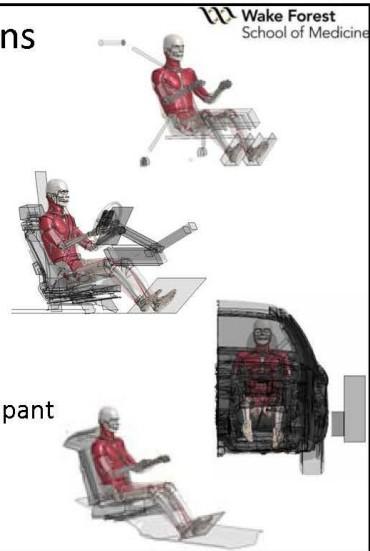






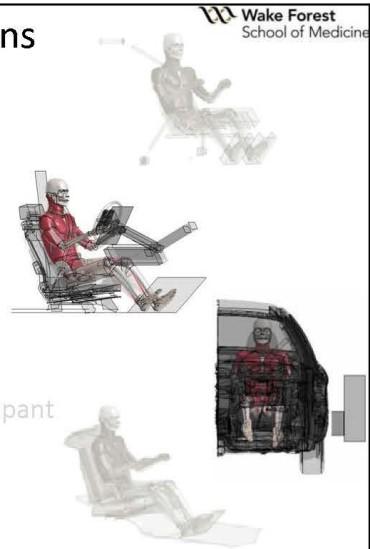
FBM Belted Simulations

- Frontal Buck
 - Shaw 2009, 11.0 m/s
- Frontal NCAP
 - NCAP Test #7147, Driver
- Lateral NCAP
 - NCAP Test #3263, Driver
- Frontal Buck, Rear Seat
 - Forman et al., 2009 occupant



FBM Belted Simulations

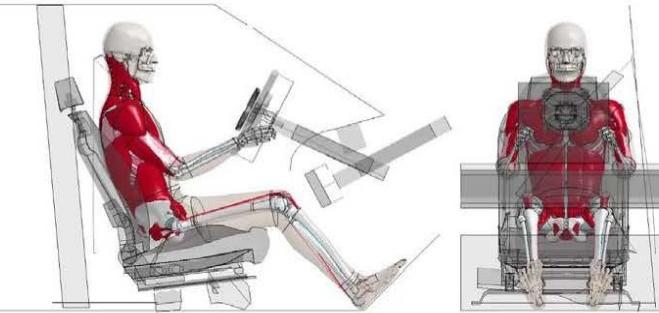
- Frontal Buck
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- Frontal NCAP
 - NCAP Test #7147, Driver
- Lateral NCAP
 - NCAP Test #3263, Driver
- Frontal Buck, Rear Seat
 - Forman et al., 2009 occupant



Frontal NCAP Robustness Check



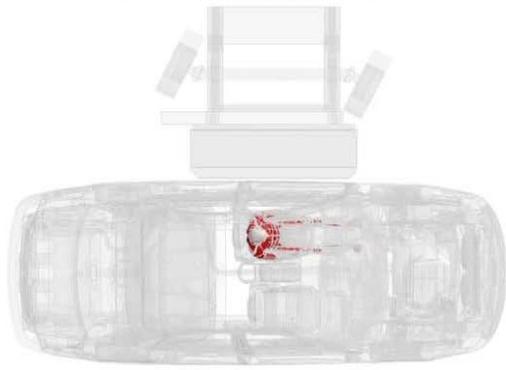
Gravity settle M50 model in vehicle, fit belt, apply pulse from NCAP test M50 v. 4.1

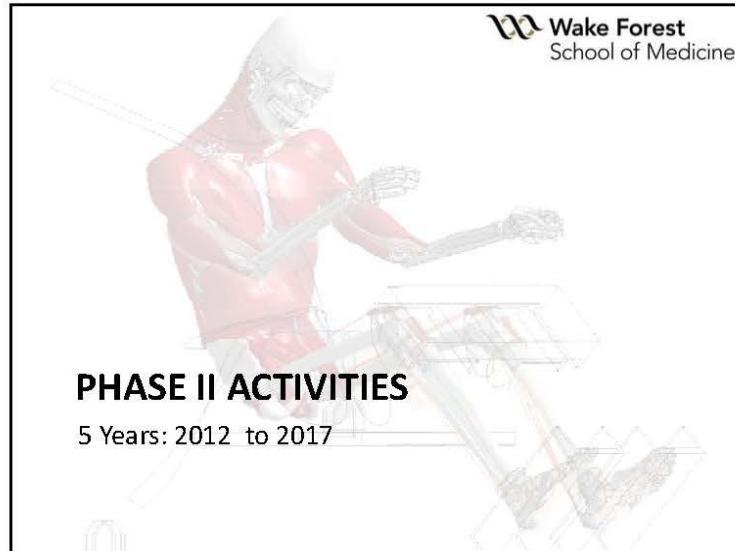


Lateral NCAP Robustness Check



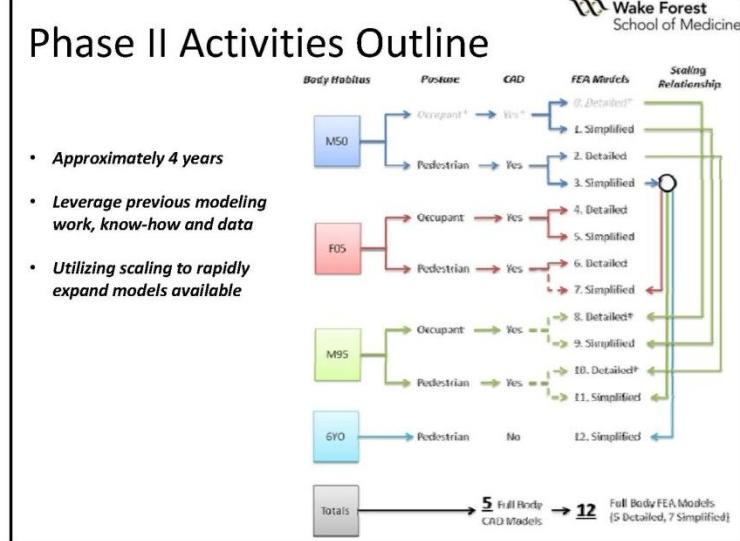
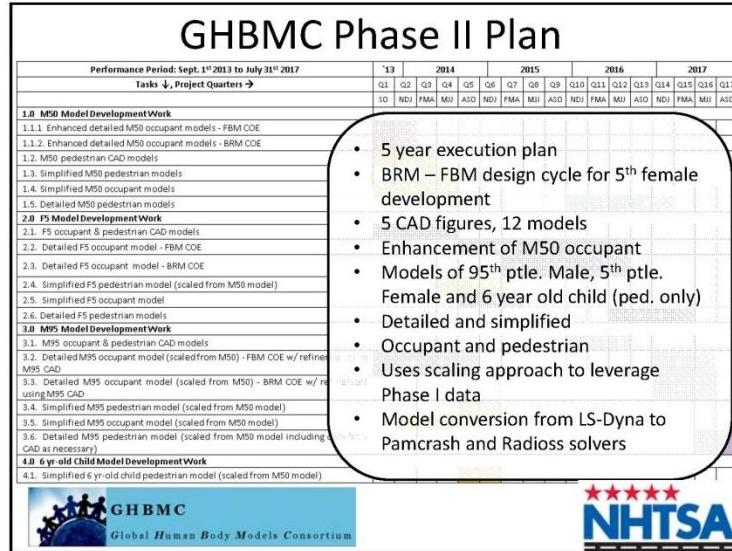
Gravity settle M50 model in vehicle, fit belt, apply pulse from NCAP test to vehicle model with M50 v. 4.1





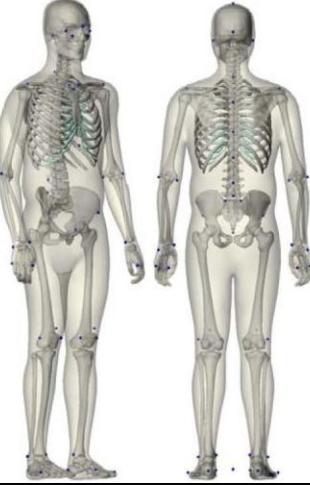
Overview of Phase II GHBMC Modeling Initiatives at WFU

- Outline of Phase II plan
- M50 Standing (pedestrian) cad model Development
- F05 occupant CAD development
- Simplified models
- Scaling existing models



M50 Standing CAD

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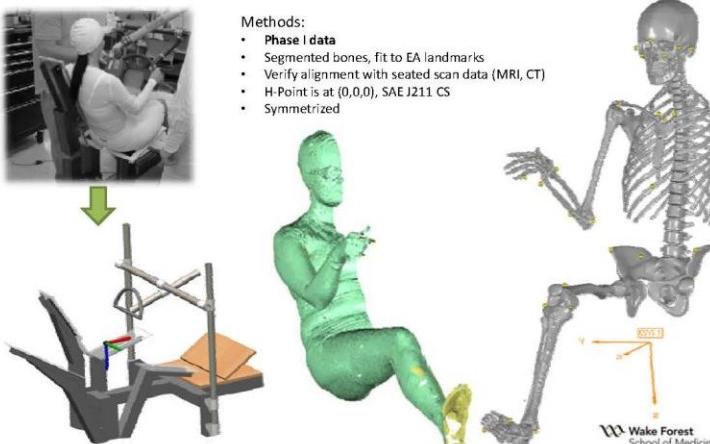
- Assembled bony CAD from Occupant model CAD
- These data were collected in Phase I**
- Confirmed bone locations with external landmarks and medical images in the standing posture
- Soft tissues developed from medical images in the standing posture
- Target delivery to GHBMC: April 2014**



FIGURE 1. Data collection methodology in the seated (left) and standing (right) postures.

F05 CAD Development: Assembly

Wake Forest School of Medicine

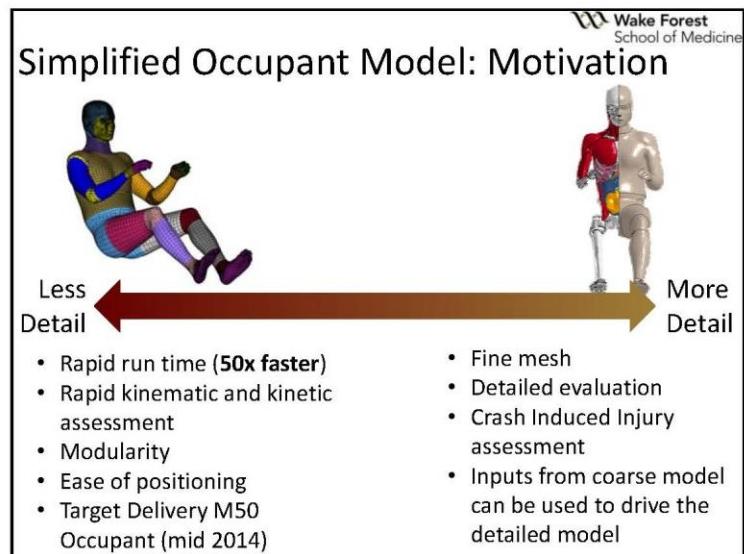
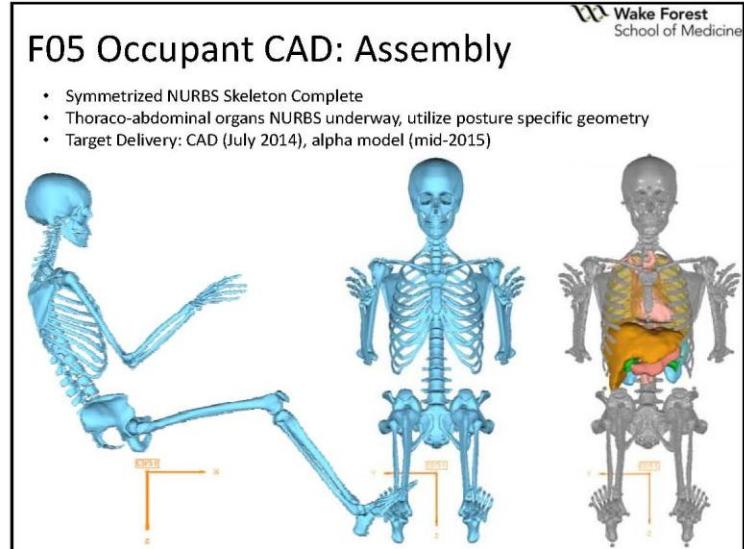


Methods:

- Phase I data**
- Segmented bones, fit to EA landmarks
- Verify alignment with seated scan data (MRI, CT)
- H-Point is at (0,0,0), SAE J211 CS
- Symmetrized

• Gayzik PS et al. External Landmark, Body Surface, and Volume Data of a Mid-Sized Male in Seated and Standing Postures. *Ann Biomed Eng.* September 2012;40(9):2019-2032.

IRB #5705



M95 Occupant Scaling

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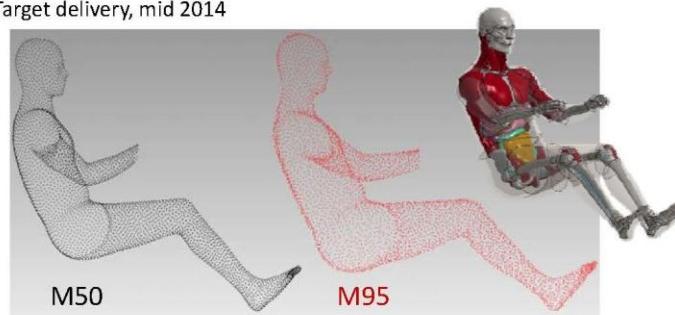
- An M95 seated occupant model is being developed by scaling the M50 model
- Methods developed in this part of the project can be applied to scale to many other sizes
- Accelerate development
- Facilitate comparisons between the two



Scaling: Homologous Landmark Placement

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- Leverage existing Phase I data: External Anthropometry, medical images
- Landmarks were placed on the surface of M50 and transformed to the surface of M95
- This created homologous landmarks that could be used in the FE morph
- Target delivery, mid 2014



GHBMC FBM Study Team and Collaborators

Joel D. Stitzel WFU CIB	F Scott Gayzik WFU CIB	Stefan Duma VT CIB	Warren Hardy VT CIB	Craig Hamilton WFU Imaging	Costin Untaroiu VT CIB	Hyung Yun Choi Hong ik University
Daniel Moreno WFU CIB	Josh Tan WFU CIB	Kerry Danielson WFU CIB	Nicholas Vavalle WFU CIB	Ashley Rhyne WFU CIB	Matt Davis WFU CIB	Jeremy Schap WFU CIB

WFU Wake Forest
School of Medicine **COB** **Virginia Tech**
COLLEGE of ENGINEERING

Summary & Conclusions

- GHBMC Program is a global and consolidated human body modeling effort, initiated by automotive manufacturers
- FBM v. 4.1.1 delivered and undergoing user acceptance testing (UAT)
- Phase II of this project greatly expands scope to development models for pedestrian, female, scaled models and simplified

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School of Medicine **COB** **Virginia Tech**
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Acknowledgements

Funding: Global Human Body Models Consortium (GHBMC)



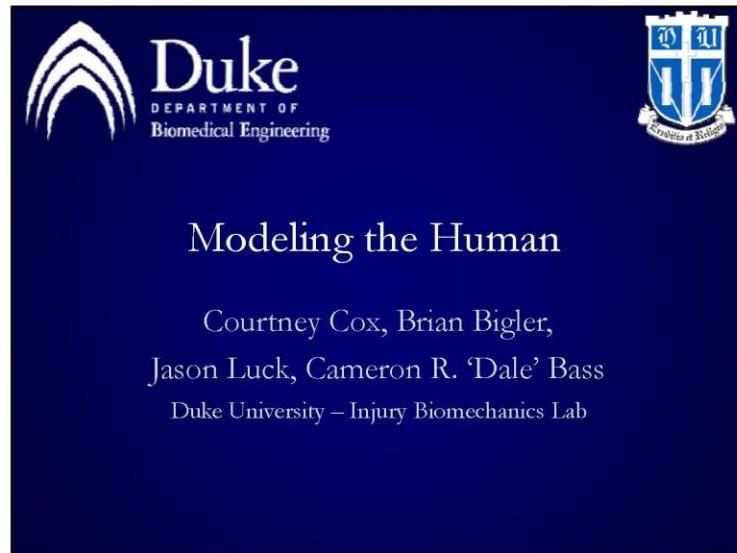
Chrysler LLC
General Motors Corp.
Honda R&D Co.

Hyundai Motor Co.
NHTSA

NHTSA Takata Corp.
Nissan Motor Corp. Ltd PSA Peugeot-Citroën



Data appearing in this document were prepared under the support of the Global Human Body Models Consortium by the FBM GH BMC Center of Expertise. Any opinions or recommendations expressed in this document are those of the authors and do not necessarily reflect the views of the Global Human Body Models Consortium.



A slide titled 'Biomechanics Legends' featuring a quote in white text: 'Everyone Believes the Experiment Except the Experimenter', 'No One Believes the Model Except the Modeler', and 'Believe the Dummy When It Tells You What you Already Believe'. The slide includes the Duke BME logo and crest at the top, and a small footer note at the bottom.

DUKE
BME

Some Human Modeling Issues

Dibb, 2012

- Anthropometry
- **Construction and Model Validation/Hierarchy**
- Physiology/Muscular Response
- **Material Models/Constitutive Relations**
- **Variance/Distributions**
- Special Issues for Blast
- ...

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Important!

Modeling is an Approximation.

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Anthropometry



- With Current Automated Tools
(and minor guidance)
High School Students and
Early Undergraduates
Can Now Construct FE Models
that 'Look' Humanlike
- ?

Yang, 2010

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Anthropometry



- Let high school students take over all modeling (cheaper)?
- Nontrivial problems prevent this:
 - Grid refinement/element selection/element quality
 - Materials
 - Local detailed geometry
 - Anisotropy
 - Inhomogeneity
 - ...

Yang, 2010

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DUKE BME **Blessing and a Curse?** 



Panzer, 2013

- Modern FE Models may have
 - Millions of elements
 - Tens or more different materials
 - Innumerable material/material interfaces
 - Different element type/interfaces
- An enormous number of degrees of freedom
- An enormous number of parameters to be used to ‘calibrate’ models

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DUKE BME **What About This Element Here?** 

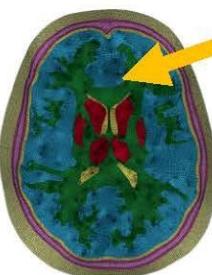


Panzer, 2013

- Interfacial Element – White Matter next to Gray Matter
- How do we make sure this element behaves properly?
 - Correct size? Correct material properties? Correct interfacial properties? Response is sensitive to this element if it ‘should be’? Etc.

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DUKE BME What About This Element Here? **Duke University**

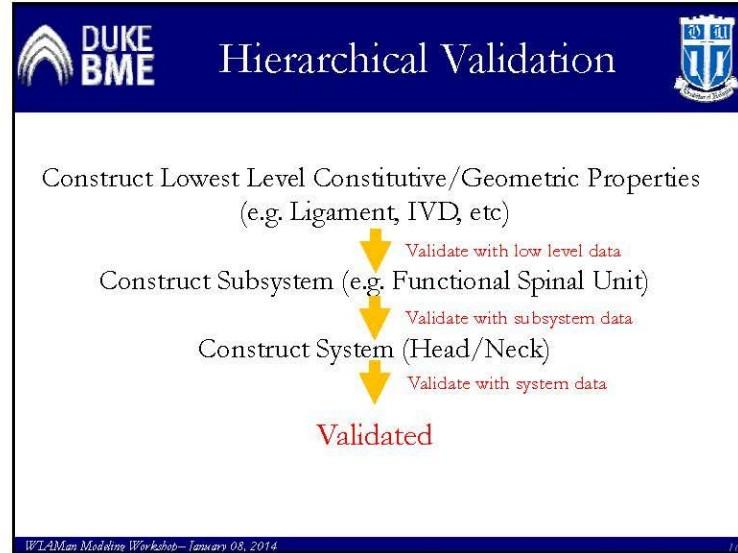


Panzer, 2013

- Interfacial Element – White Matter next to Gray Matter
- How do we make sure this element behaves properly?

1. We can't.
2. Hierarchical validation.

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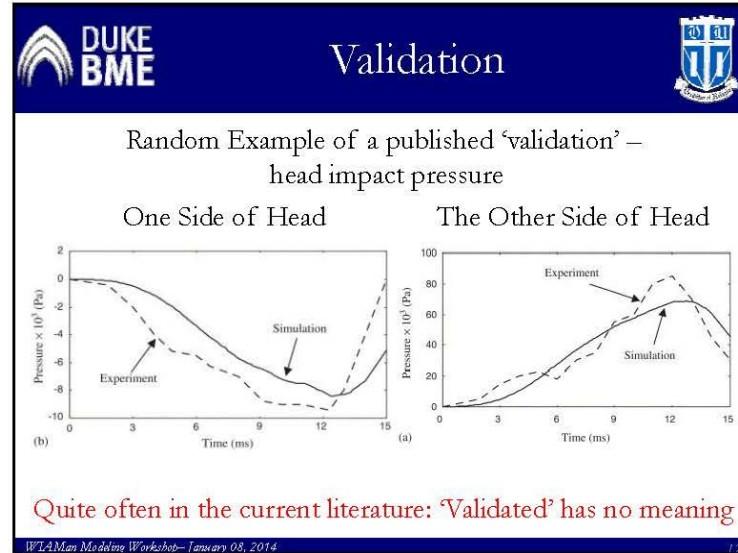


Hierarchical Validation

Two General Rules:

1. Cannot ‘tweak’ things at lower ‘validated’ level to ‘validate’ higher level
2. Needs some objective metric
 - ASME, several options in the literature, developing
 - Note: R^2 is not good enough

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DUKE BME

Caveat

This Approach Assumes that
The Macroscale (Large Stuff) is Composed
of Microscale (Small Stuff)

Pretty good for bony/osteoligamentous,
response etc.

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DUKE BME

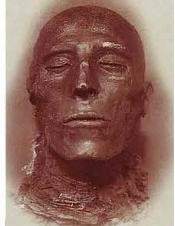
Where is this Not True?

?

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DUKE BME For Example:
Muscles/Physiology 



Seti I - Egypt

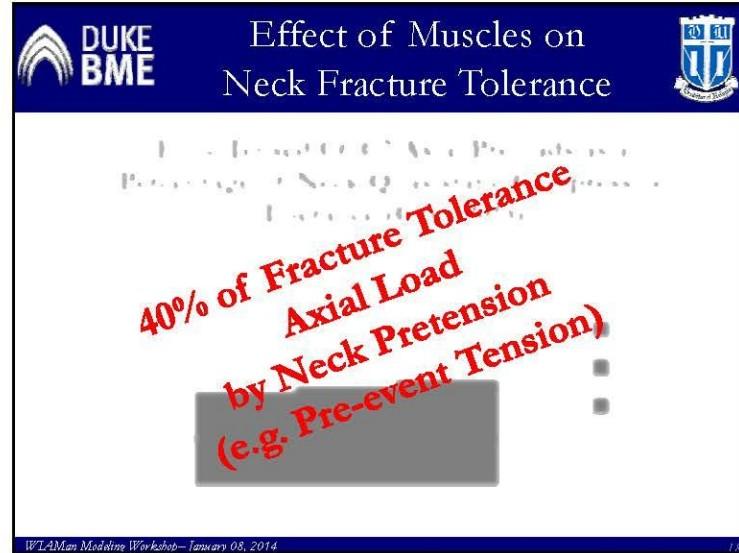
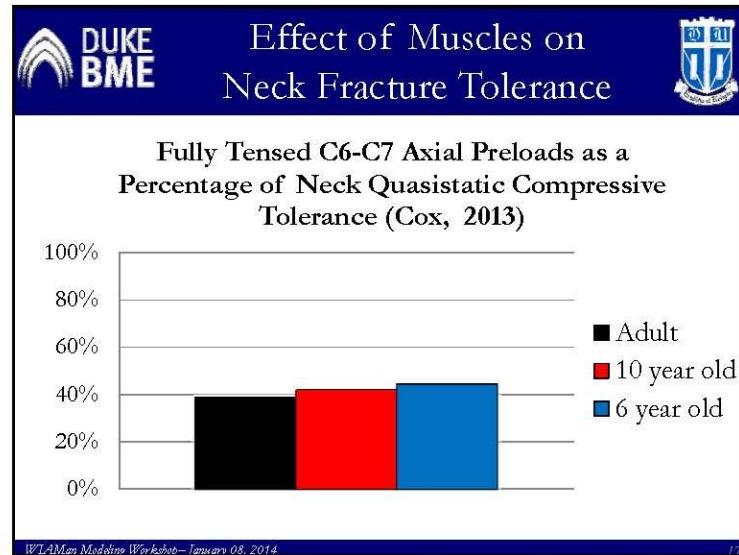
- Muscle activations in the Living
 - Positioning
 - Pretensioning
- Note:
 - Cadavers are not living humans
 - Cadavers are not relaxed humans
 - Cadavers are not comatose humans
- Value of Modeling for Use in Dummy Design/Development of Injury Criteria

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DUKE BME Muscles/Physiology 

- Muscles Activate in an Individual Pattern
 - At times systematically similar
 - But can be large differences between strategies
- Important: Activation can Use Large Percentage of Fracture Tolerance, e.g.
 - Effect of Achilles tendon loading on Tibial tolerance (Funk, 2002)
 - Effect of neck muscle tension on compressive tolerance (Cox, 2013)

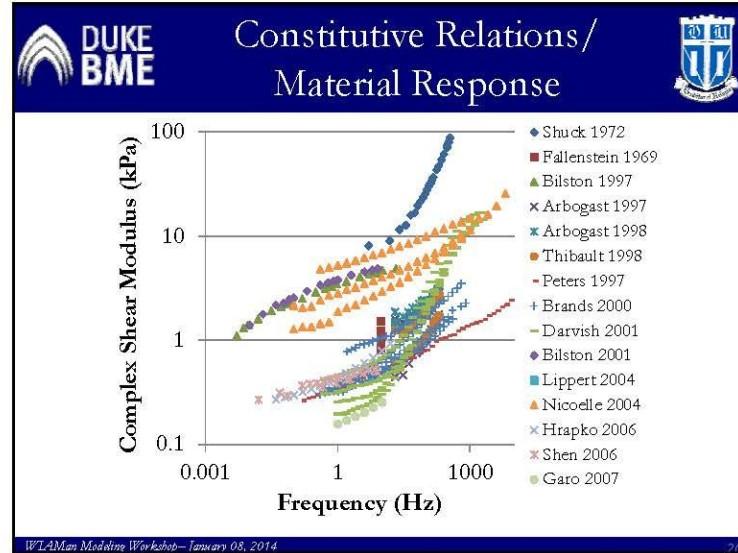
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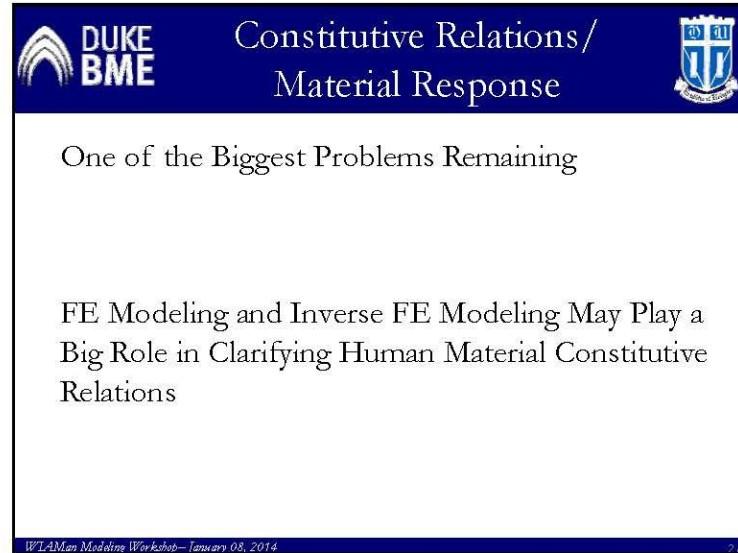


DUKE BME Constitutive Relations/
Material Response 

- As Discussed Yesterday, Big Issue
- Anisotropy, Inhomogeneities, Micromechanics...
- Postfailure Behavior?
 - Not uncommon in biomechanics, initial failure influences course of subsequent failure.
- Troubling Example, Brains

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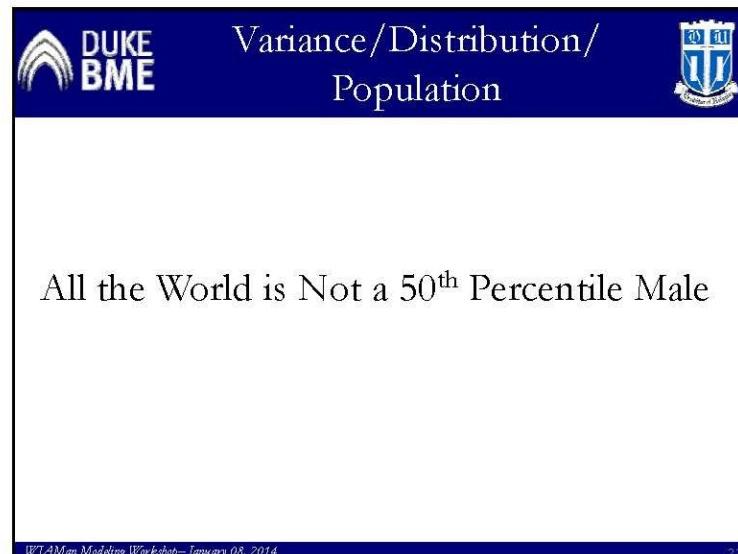
DUKE BME Constitutive Relations/
Material Response

One of the Biggest Problems Remaining

FE Modeling and Inverse FE Modeling May Play a
Big Role in Clarifying Human Material Constitutive
Relations

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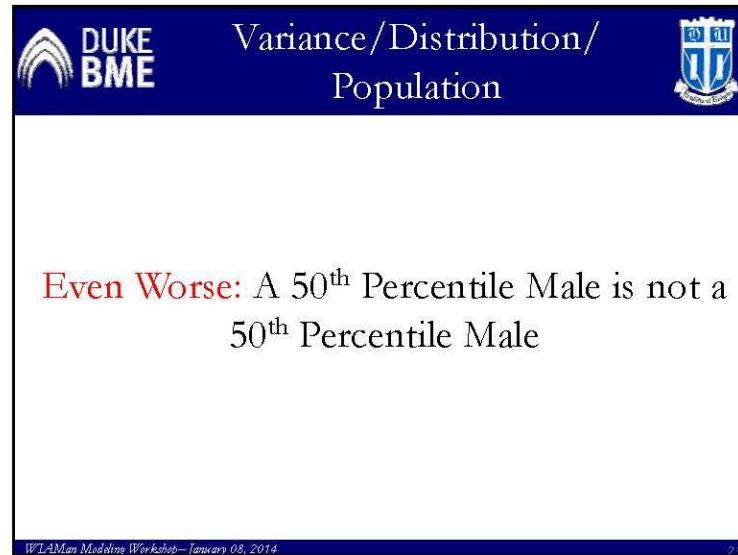


DUKE BME Variance/Distribution/
Population

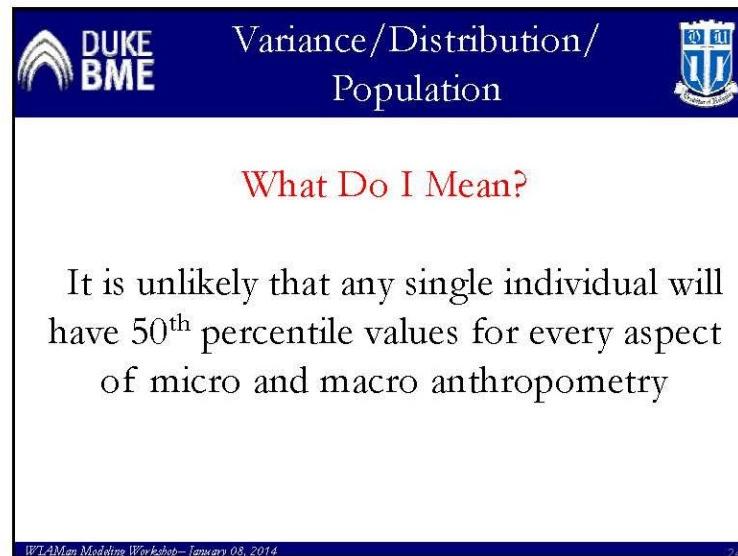
All the World is Not a 50th Percentile Male

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The slide features the Duke University logo and the Duke Biostatistics and Epidemiology (BME) logo at the top. The main title "Variance/Distribution/Population" is centered above a large white rectangular area. In the center of this white area, the text "Even Worse: A 50th Percentile Male is not a 50th Percentile Male" is displayed in red. At the bottom left of the slide, there is a small footer bar with the text "WT4Man Modeling Workshop - January 08, 2014" and the number "23".

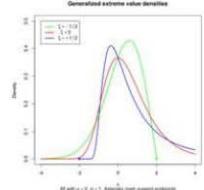


The slide features the Duke University logo and the Duke Biostatistics and Epidemiology (BME) logo at the top. The main title "Variance/Distribution/Population" is centered above a large white rectangular area. In the center of this white area, the text "What Do I Mean?" is displayed in red. Below this, a paragraph of text states: "It is unlikely that any single individual will have 50th percentile values for every aspect of micro and macro anthropometry". At the bottom left of the slide, there is a small footer bar with the text "WT4Man Modeling Workshop - January 08, 2014" and the number "24".

DUKE BME Variance/Distribution/
Population 

Even More Important:
Every aspect of an FE model is potentially governed by some statistical distribution.

- Anthropometry/measurements
- Grid/node location
- Material properties
- ...


As emphasized yesterday, these distributions need not be Gaussian.

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DUKE BME Variance/Distribution/
Population 

So, ideally, these distributions/variances will be assessed/measured *and* incorporated into the FE model.

How?

Interacting Distributions/Sensitivity

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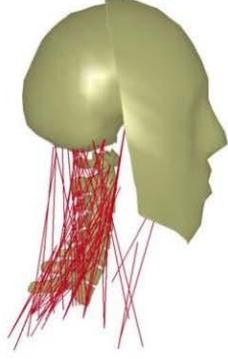
DUKE BME Variance/Distribution/
Population 

How?

- Simplest common approach: A bunch of runs with different parameters (desire fast running tools)
 - Comprehensive info on interacting distributions?
- Other examples:
 - Nessus (SWRI)
 - Sample Distributions with Deterministic Equations for Material/Other Parameters
 - Evolution of Probability Density (Something like a Fokker-Planck approach for solid mechanics)

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DUKE BME Duke Head and Neck Adult Model 



- Model structural components
 - Ligamentous spine
 - Muscular spine
- Camacho et al. 1997 (CDC/NHTSA)
- Van Ee et al. 2000 (NHTSA)
- Chancey et al. 2003 (NHTSA)
- Dibb 2010 (NHTSA)

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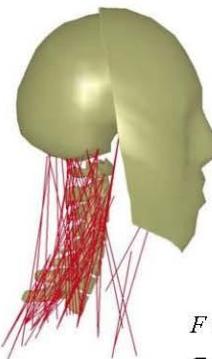
Duke Model: Ligamentous Spine



- The ligamentous spine consists of:
 - Finite element head
 - Viscoelastic face
 - Rigid body
 - 7 rigid body vertebrae
 - C1/C2
 - C3, C4, C5, C6, C7
 - T1
 - 7 intervertebral joints
 - Base of skull (Occiput) – C2 (O-C2)
 - C2-C3, C3-C4, C4-C5, C6-C7
 - C7-T1

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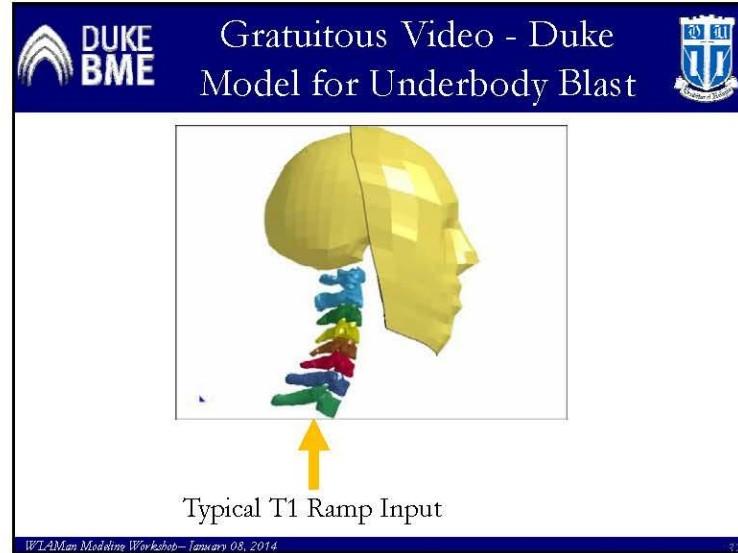
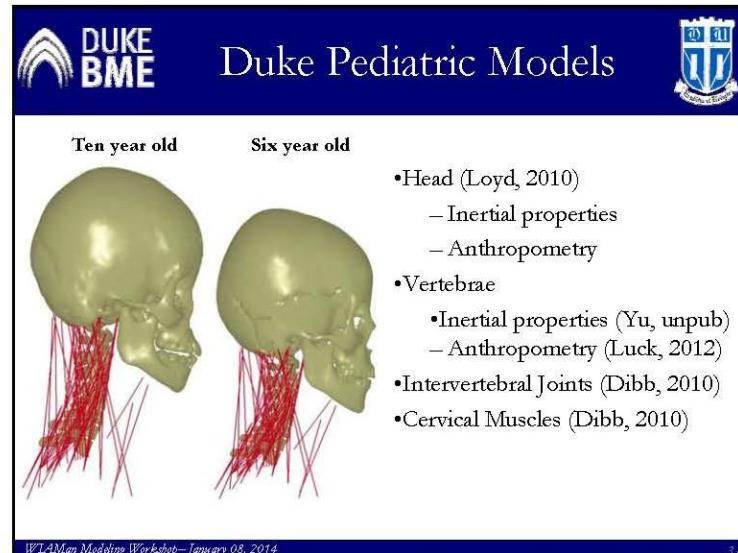
Duke Model: Muscular Spine



- The muscular spine consists of:
 - 22 muscles
 - 81 muscle strands
- Muscle model
 - Rate sensitive
 - Passive and active musculature
 - Generally curved paths

$$F = PCSA \times \sigma$$
$$\sigma = \sigma_{passive}(\varepsilon, \dot{\varepsilon}) + \sigma_{active}(\varepsilon, \dot{\varepsilon}, \alpha(t))$$

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DUKE BME Modeling Uncertainty 

- Probabilistic vs. stochastic FEM
- Probabilistic FEM – run N deterministic FE simulations, where cases are determined by some sampling method, to determine response space
- Stochastic FEM – replace traditional PDE's with their stochastic counterparts and solve for the response uncertainty directly
 - Still an ongoing area of research

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DUKE BME Modeling Uncertainty 

- Latin Hypercube Sampling
 - Parameters assigned an appropriate probability distribution
 - Distribution divided into N equal-area regions
 - N Cases sampled across all parameters of interest such that all cases have equal probability.

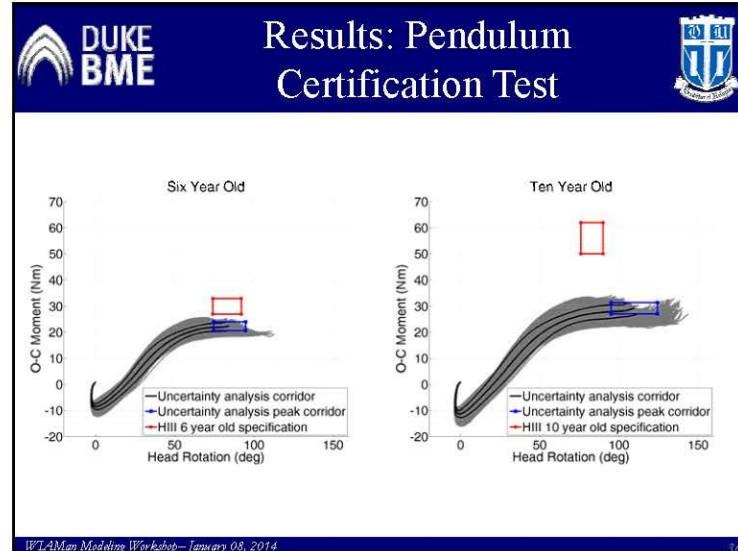
http://www.ems-i.com/gmshdp/Stochastic_Modeling/Parameter_Zonation.htm 34

DUKE BME Corridor Development through Uncertainty Analysis **Duke University**

Ten year old Six year old

- Parameters varied (13 total):
 - Head:
 - Mass, inertia, size (x, y, z)
 - Vertebra:
 - Mass, inertia, size (x, y, z)
 - Upper and lower cervical spine joint stiffness
 - Muscle PCSA
- 50 simulations per parameter = 650 simulations total
- Assume distribution

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DUKE BME Optimization of Muscle Activation 

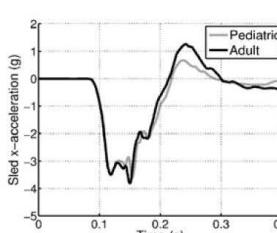
- Activation schemes maintaining an upright, stable head for 22 muscle pairs were found using LS-OPT.
- Two activation schemes
 - relaxed state- unaware subject
$$\min f(\alpha) = \sum_{i=1}^{22} \left(\frac{F_i}{F_{\max,i}} \right)^2 = \sum_{i=1}^{22} \alpha^2$$
- tensed state- aware subject

$$\max f(\alpha) = \sum_{i=1}^{22} F_i$$

WTAMan Modeling Workshop - January 08, 2014

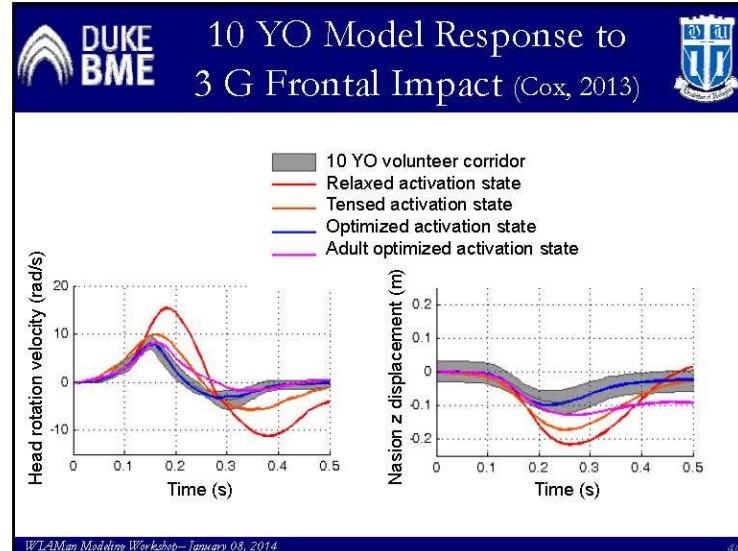
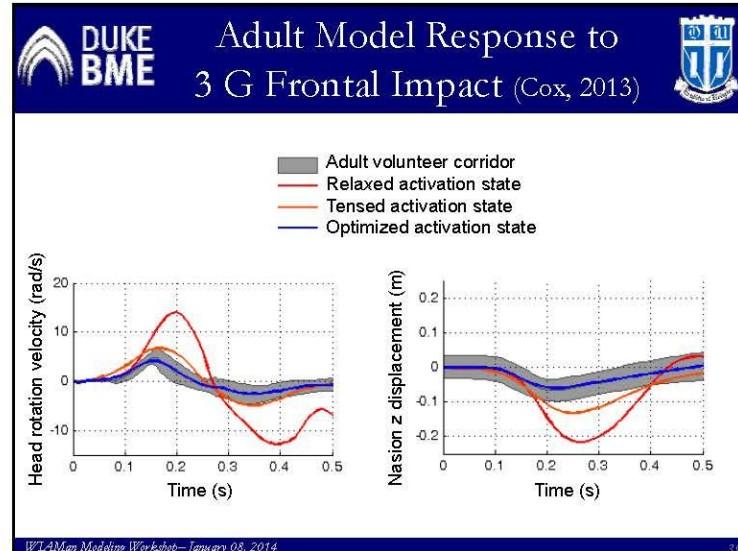
DUKE BME Optimization of Muscle Activation 

- Constant Activation State
 - Relaxed
 - Tensed
- Optimized : varied activation level, initiation time, termination time
 - Pediatric and Adult



Low-speed Frontal Crash
(Arbogast et al. 2009)

WTAMan Modeling Workshop - January 08, 2014



DUKE BME

Lesson?

• In Many Problems, Getting Correct Kinematics/Dynamics May Require Muscles

WILAMAN Modeling Workshop—January 08, 2014

DUKE BME

Bottom Lines

• Generally, Complexities Must Be Reduced for Tractable Problems

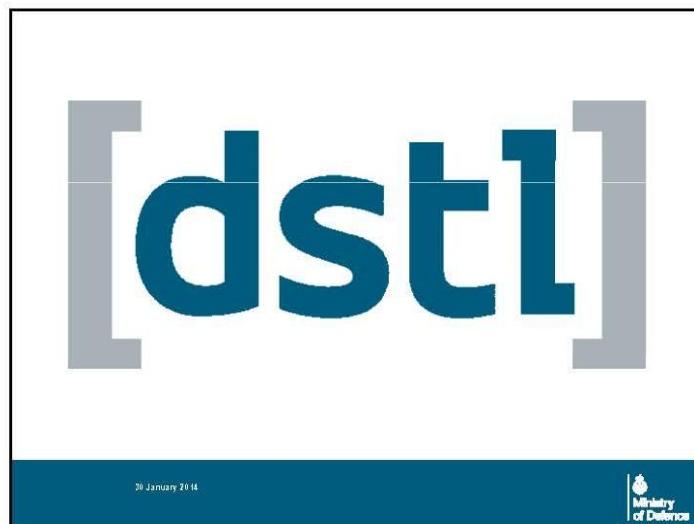
• However, Variance is not a ‘Complexity’ but an Intrinsic Part of the Problem.

• Validation Necessary, Global Validation Often Not Good Enough

• Material Properties Still A Known Sensitivity in Many Problems.

• Muscles May Be Necessary for Replicating Human Response!

WILAMAN Modeling Workshop—January 08, 2014



Numerical Modelling Undertaken at Dstl (UK)
Concerning Vehicle Floor Plate Impact of
Surrogates and Anatomical Human Entities Due to
Under-Body Mine Loading

Accelerative Loading Workshop - ARL- 8th January 2014
Dan Pope, Chris Taggart, Joe Cordell, Ian Softley
Structural Dynamics Capability, Physical Protection Group (PSD)

[dstl] 26 January 2014 UNCLASSIFIED Ministry of Defence

Contents

- Numerical simulation of protection in Dstl
- Modelling and validation of blast loading of military vehicles and occupant injury
- Modelling of surrogate leg systems
- Modelling of anatomically-representative legs
- Other areas of interest
- Summary

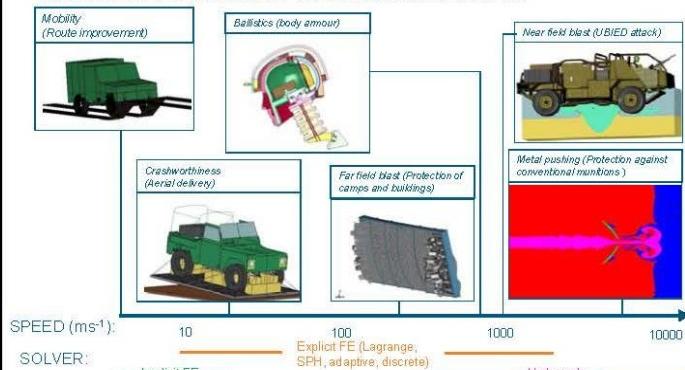


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Numerical simulation of Protection at Dstl



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General modelling approach (vehicle protection)

Validated mine-load prediction method FE database of key UK vehicles Integration of ATDs for injury assessment

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Soil characterisation (Material model development)

EOS: Press ure/Volume response (Static) EOS: Shock loading aspects

Hopkinson bar testing for "strength" characterisation

[dstl] 26 January 2014 UNCLASSIFIED Ministry of Defence

Soil characterisation (Macroscopic validation)

Nine rigs

Momentum trap testing

[dstl] 26 January 2014 UNCLASSIFIED Ministry of Defence

Incorporation of seating

ArmorWorks ShockRide Crew Seat

Seat deflection characterisation

Output comparison

[dstl] 26 January 2014 UNCLASSIFIED Ministry of Defence

Numerical ATD Validation within “idealised” vehicles

'Flanagantron' test rig

Digital Image Correlation (DIC)

Displacement Z

ARAMES

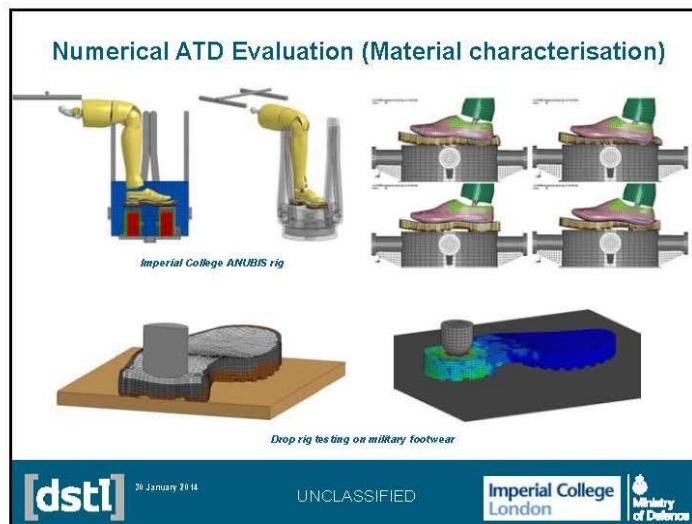
30 January 2014 UNCLASSIFIED METROPOLITAN POLICE Ministry of Defence

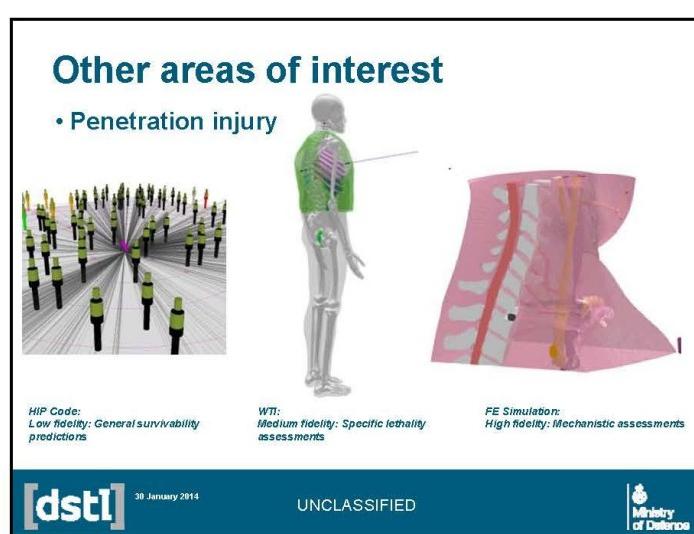
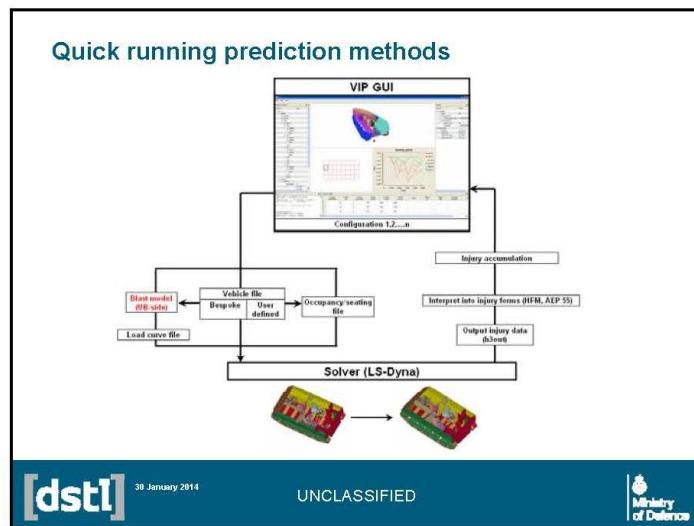
Numerical ATD Evaluation

Low modulus materials test rig

MIH_Lx model

30 January 2014 UNCLASSIFIED Imperial College London Ministry of Defence





Other areas of interest

- Penetration injury

Entry phase Temporary cavity formation Cavity relaxation

Penetration (high strain rate)

Drop tests (low/moderate strain rate)

[dstl] 26 January 2014 UNCLASSIFIED Ministry of Defence

Other areas of interest

- Penetration injury

Generation of wound tract in human neck

Effect of wearing collar

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Summary

- Dstl are working with ICL (Dr Spyros Masouros) and MPS (Dr Oliver Flanagan) with respect to the study of lower limb injury caused within blast-loaded vehicles
- Numerical models of vehicles, seating, hybrids and humans are being developed to predict levels of human injury (representative experiments have also been generated for the purposes of model validation)
- A rudimentary quick running code “VIP” has also been developed
- Other numerical models (involving similar considerations) have been generated to scrutinise penetration injury



26 January 2014

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A large, stylized version of the Dstl logo is centered on the page. The letters "dstl" are in a bold, blue, sans-serif font, enclosed within a thick, light gray bracket-like shape.

26 January 2014



Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading, Aberdeen, MD, Jan. 7~9, 2014



Optimal Design of a Novel Energy Absorbing Material to Mitigate the Blast Effect on the Lower Extremities

Feng Zhu and King H. Yang

Bioengineering Center
Wayne State University
Detroit, Michigan



Scope of Presentation

- ❖ Brief review of the related work at WSU
 - Dummy/human body modeling
 - Simulation of shock wave and animal/human body interaction
- ❖ Recent work on the blast effect on the lower extremity
 - Modeling leg bone fracture under blast loading
 - Challenges and future work
- ❖ Blast effect mitigation with an optimized energy absorber



Related Work at WSU

Dummy models

912892
Mathematical Modeling of the Hybrid III Dummy Chest with Chest Foam
David Lary
Engineering Systems International
France
Rainer Hoffmann
Engineering Systems International
Germany
King H. Yang
Department of Mechanical Engg
Biomechanics Center
Wayne State University
Hong Pan
Biomechanics Center
Wayne State University

922526
Finite Element Modeling of Hybrid III Head-Neck Complex
King H. Yang and Jialiang Le
Wayne State Univ.

Related Work at WSU (cont'd)

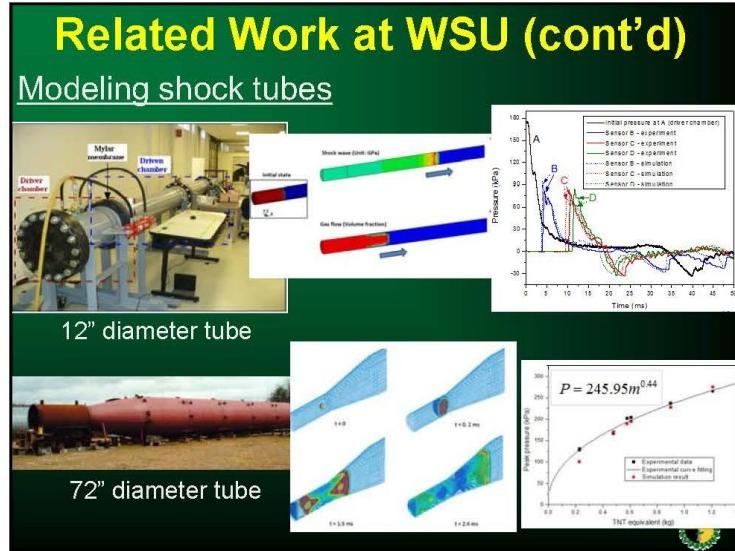
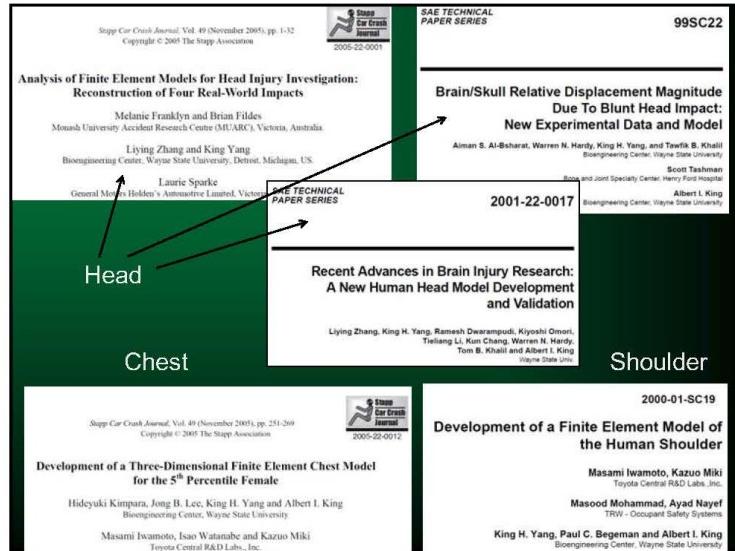
Human body models

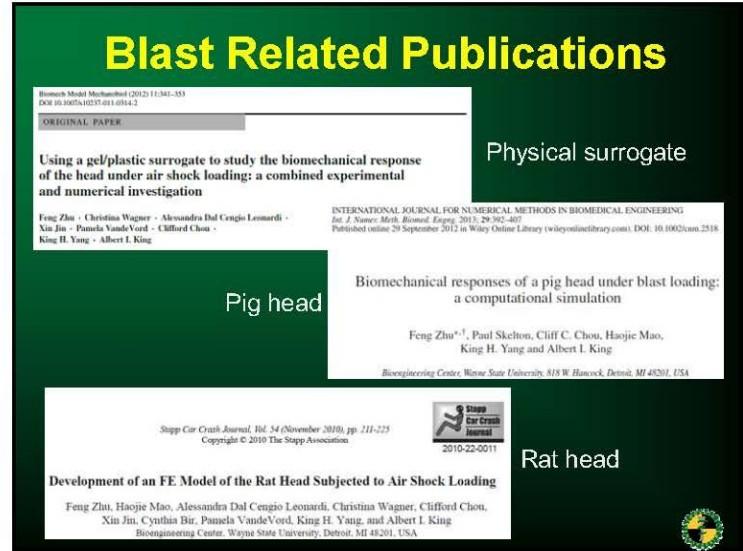
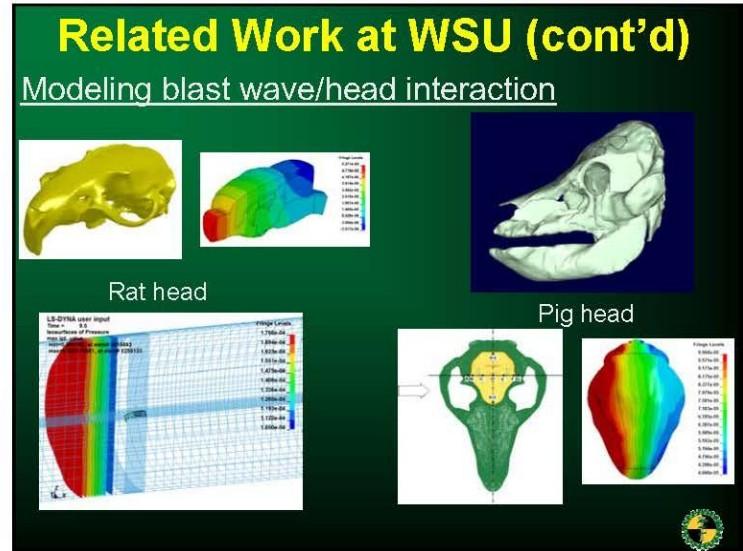
SAE TECHNICAL PAPER SERIES 983157
Development of a Finite Element Model of the Human Neck
King H. Yang, Fuchun Zhu, Feng Luan, Longmiao Zhao and Paul C. Begeman
Wayne State Univ.

SAE TECHNICAL PAPER SERIES 99SC11
Foot and Ankle Finite Element Modeling Using CT-Scan Data
Philippe Bellas and Francois Lavaste
Laboratoire de Biologie et d'Ingénierie Paris
Dimitri Niclopoulos and Karimah Kayvannezhad
Moulag SA / Robins Consulting Corp
King H. Yang
Biomechanics Center, Wayne State University
Stephane Robin
Laboratoire d'Acoustique et Biomécanique

SAE TECHNICAL PAPER SERIES 2001-22-0007
Development of a Computer Model to Predict Aortic Rupture Due to Impact Loading
Chirag S. Shah, King H. Yang, Warren Hardy,
H. Kevin Wang and Albert I. Kim
Biomechanics Center, Wayne State Univ.

SAE TECHNICAL PAPER SERIES 2001-22-0004
Development of a Finite Element Model of the Human Abdomen
Jong B. Lee and King H. Yang
Biomechanics Center, Wayne State Univ.





Blast Related Publications (cont'd)

The collage consists of three separate academic publications:

- Top Left:** A journal cover for "Numerical Simulation of a Shock Tube for Bio-dynamics Study". It includes author names (Feng Zhu, Cliff C. Chou, King H. Yang, Zhihua Wang), institutions (Bioscience Center, Wayne State University, Detroit, USA; Institute of Applied Mechanics, Taiyuan University of Technology, Taiyuan, China), and a DOI number (10.1111/j.1365-276X.2011.01005). The journal is "Journal of Mechanics in Medicine and Biology" (Vol. 13, No. 4 (2012) 130005 (10 pages)).
- Top Right:** A journal cover for "SOME CONSIDERATIONS ON THE THRESHOLD AND INTER-SPECIES SCALING LAW FOR PRIMARY BLAST-INDUCED THAUMATIC BRAIN INJURY: A SEMI-ANALYTICAL APPROACH". It lists authors (FENG ZHU¹, CLIFF C. CHOU¹, KING H. YANG¹ and ANTHONY T. KIM²), institutions (Bioscience Center, Wayne State University, Detroit, MI 48201, USA), and emails. The journal is "Journal of Mechanics in Medicine and Biology" (Vol. 13, No. 4 (2012) 130005 (10 pages)).
- Bottom:** A journal cover for "Numerical simulations of the occupant head response in an infantry vehicle under blunt impact and blast loading conditions". It lists authors (Gopinath Sevagan¹, Feng Zhu¹, Binhu Jiang^{1,2} and King H Yang¹), institutions (Mechanical Engineers, Engineering Technology Association Inc., Troy, MI), and a DOI number (10.1111/j.1365-276X.2012.01348). The journal is "Journal of Mechanics in Medicine and Biology" (Vol. 13, No. 4 (2012) 130005 (10 pages)).

Annotations:

- "Shock tube" is written next to the top right publication.
- "Injury threshold & scaling law" is written next to the bottom publication.
- "Military vehicle occupant" is written next to the bottom publication.

Commercialization

The shock tube and animal head numerical models have been integrated into Inventium™, a blast simulation module, developed by Engineering Technology Association Inc. (ETA, Troy, MI). The software has been available for purchase since January 2012.

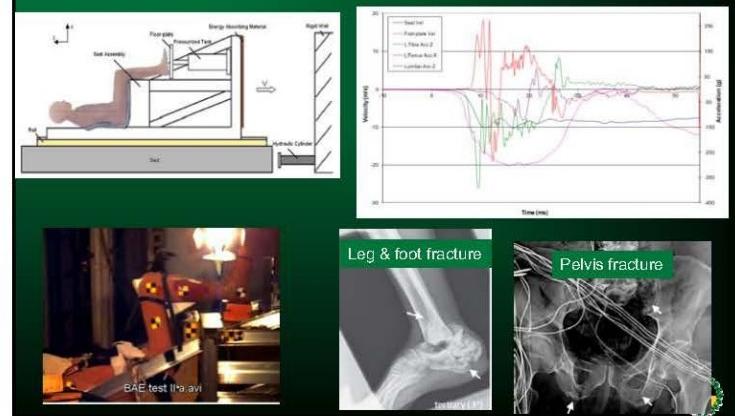
The image shows a screenshot of the Inventium software interface, which includes a 3D model of a head and a shock tube setup. To the right is a brochure for "VPG FSI" (Fluid-Structure Interaction) software, featuring a heatmap of a head model and text about its applications in biomechanics and engineering.

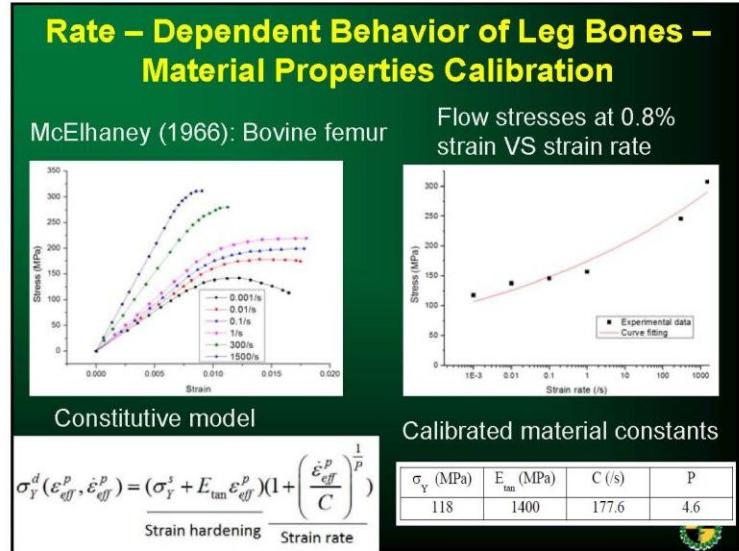
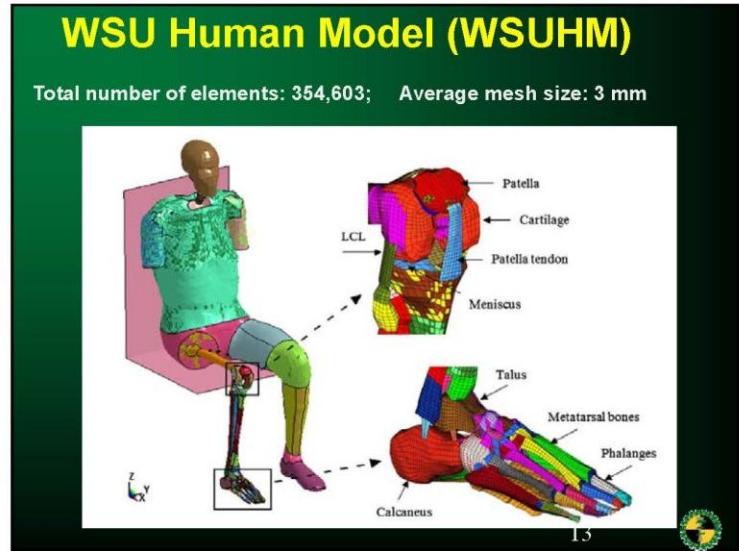
Blast Effect on the Lower Extremity

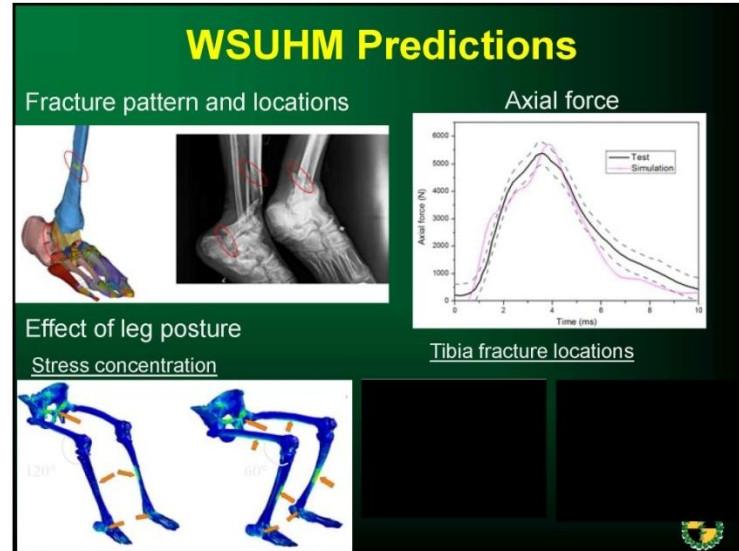
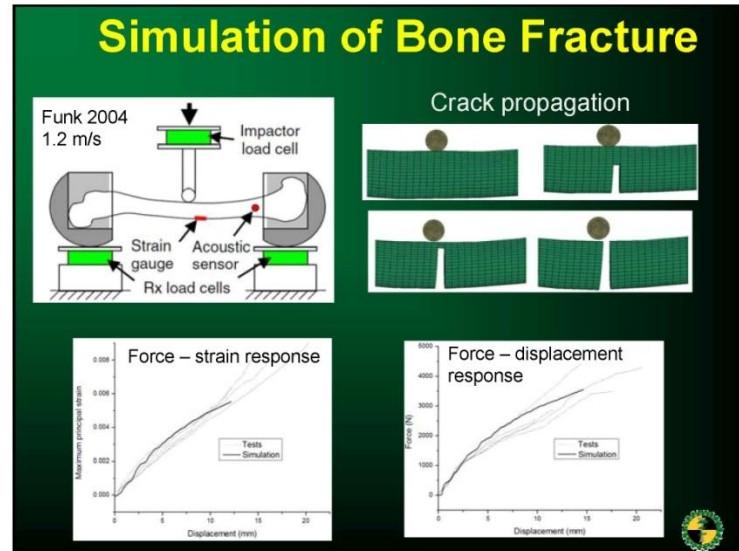
Blast injury	Mechanism	Clinical effects
Primary	Blast shock wave	Traumatic amputation; soft tissue deformation and fracture
Secondary	Flying fragments	Penetrating wounds
Tertiary	Vehicle acceleration; Floor pan deformation	Axial loading to lower limb, pelvis and spinal injuries
Quaternary	Thermal injuries	Burns

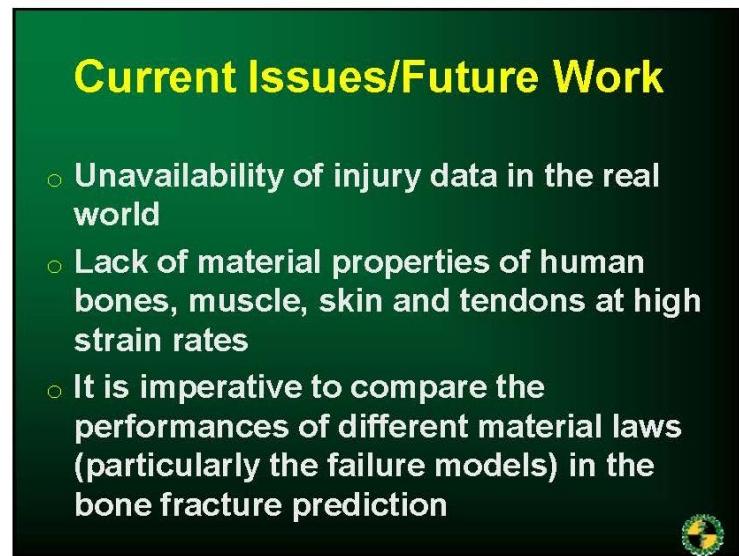
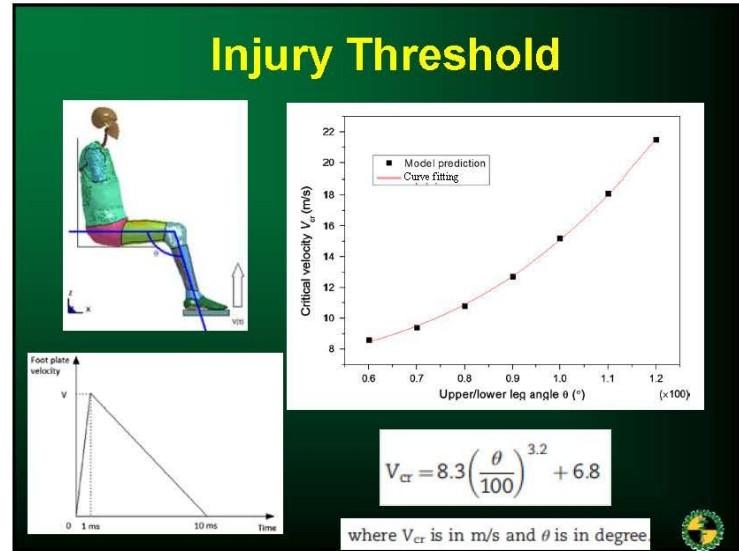
Recent Work on the Cadavers

WSU landmine simulator









Newly Purchased Split Hopkinson Pressure Bar System (with Temperature Effect)

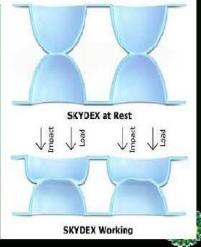
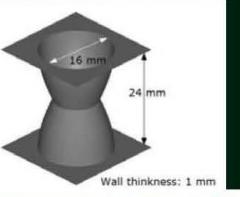


Temperature effect
High temperature – Infra-red heater
Low temperature – Liquid Nitrogen freezer

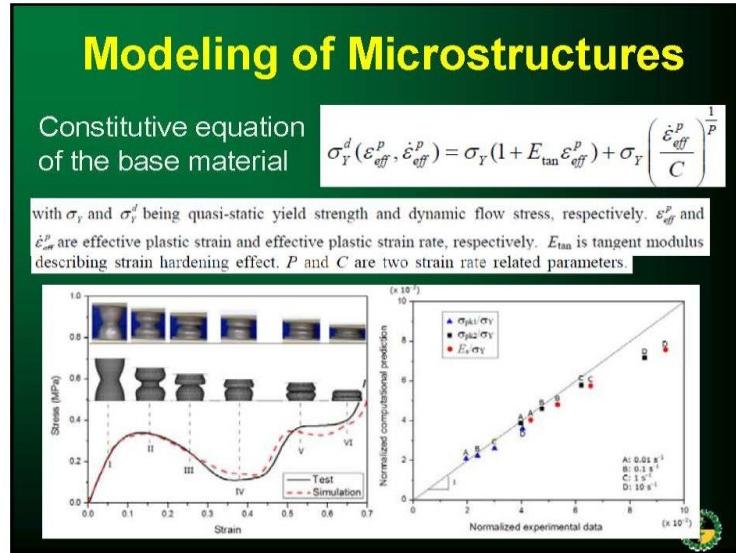
Pressure: up to 1 MPa
Material: Steel and Aluminum alloy
Diameter: 14 mm and 25 mm
Length: 200, 300, 400 and 600 mm (Striker bar)
1500 and 2400 mm (Incident bar)
2000 and 1200 mm (Transmission bar)

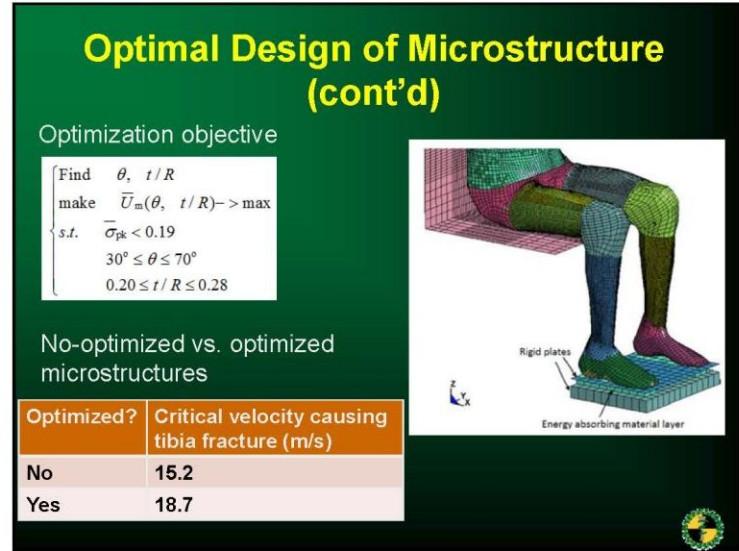
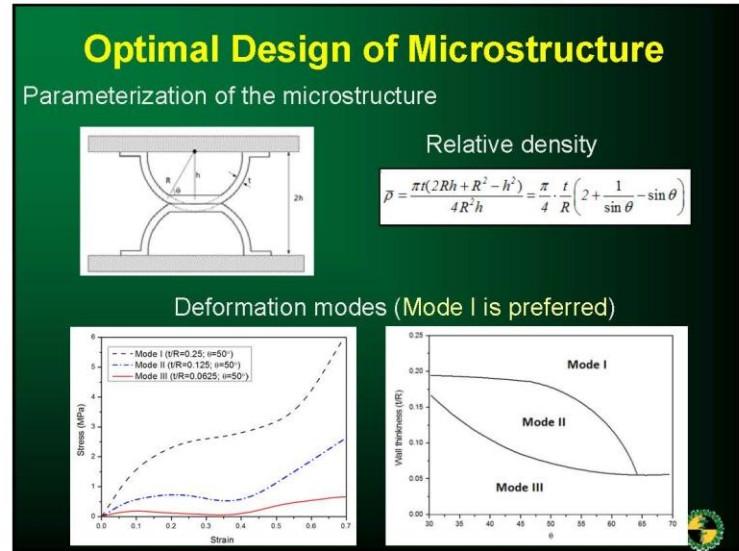


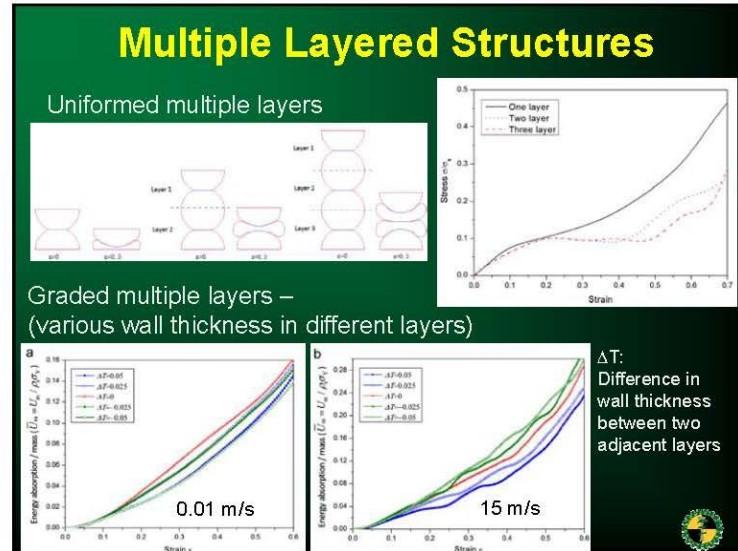
A Novel Energy Absorber - SKYDEX® Material

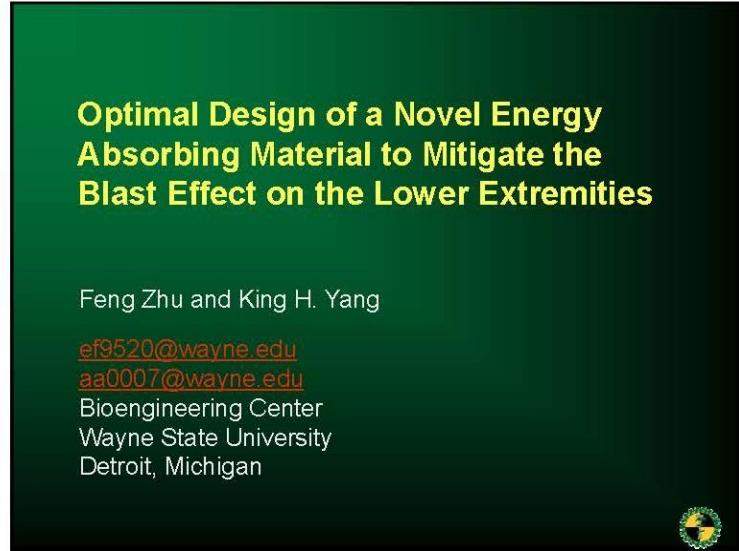


- Base material: grey thermoplastic polyurethane
- Each layer has an array of twin-hemisphere
- The cells are chemically bonded together









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U.S. ARMY RDECOM U.S. Army Research, Development and Engineering Command

Constitutive Model and Parameter Sensitivity in Predicting Lower Leg Response for Underbody Blast Events

Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading
Jan 7-9, 2014

TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.

Megan Lynch¹ and Adam Sokolow PhD^{1,2}

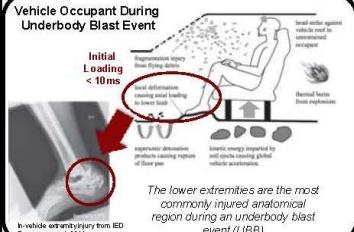
¹U.S. Army Research Laboratory, Aberdeen Proving Ground, MD
²Oak Ridge Institute for Science and Technology, Aberdeen, MD

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Background

Vehicle Occupant During Underbody Blast Event

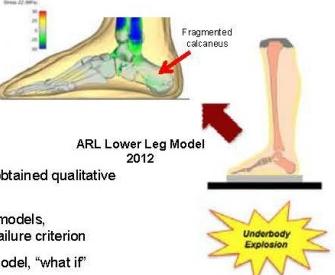


The lower extremities are the most commonly injured anatomical region during an underbody blast event (UBB)

In-vehicle extremity injury from IED Ramasamy et al. 2011

- Goal: To capture the human response to underbody blast using finite element modeling
- Understand > Predict > Prevent injury
- Focus is on the lower extremities

ARL Lower Leg Model 2012



Stress (22 MPa)
Fragmented calcaneus
Underbody Explosion

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Background cont'd



Constitutive Models and Material Parameters from the Literature

Bone		Flesh	
Elastic-Plastic	Viscoelastic	Hyperelastic	
BASIC		BASIC	
Density	1680-2000 kg/m ³	Density	1000-1300 kg/m ³
Young's Modulus	15-19 GPa	Bulk Modulus	2.5-333 MPa
Poisson's Ratio	0.3-0.35	Poisson's Ratio	0.42-0.49
Yield Strength	114-165 MPa	C ₁	-
Tangent Modulus	0.7-6.4 GPa	C ₂	-
	n/a	⋮	⋮
Failure Stress	124-175 MPa	S ₁ , S ₂	-
Failure Strain	1.6-2.2 %	T ₁ , T ₂	-
⋮	⋮	⋮	⋮

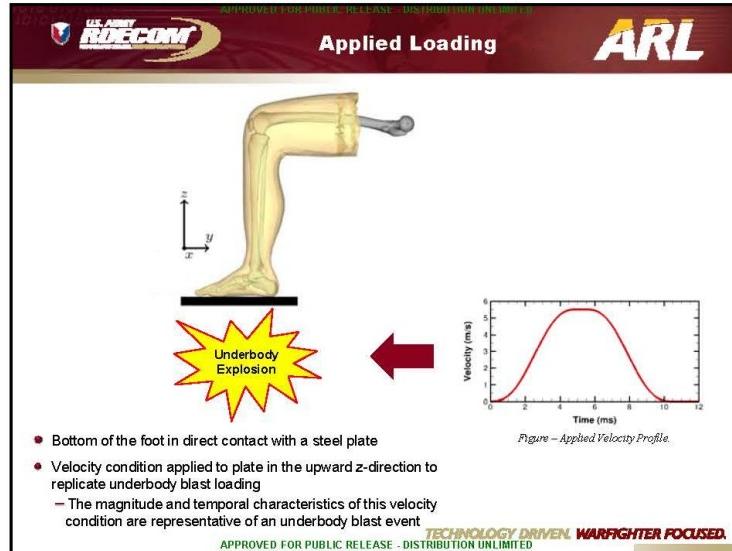
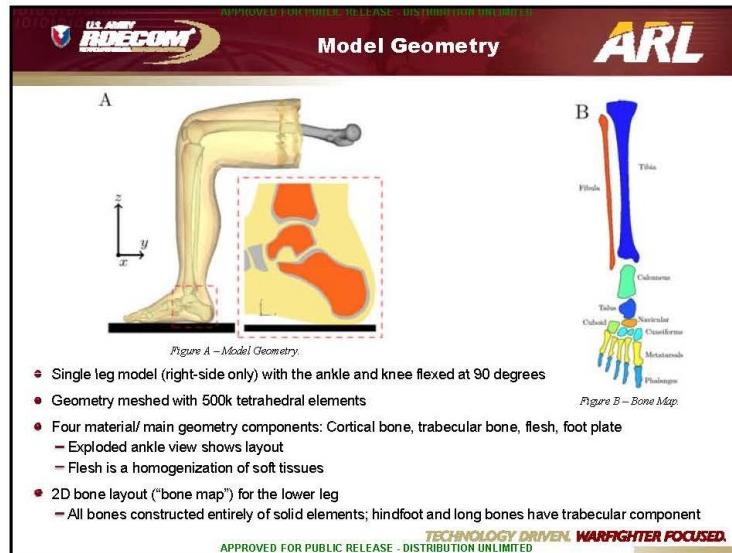
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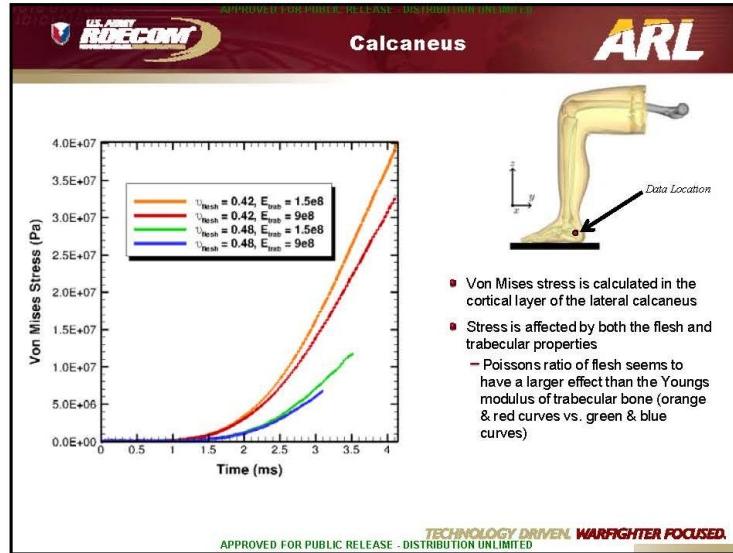
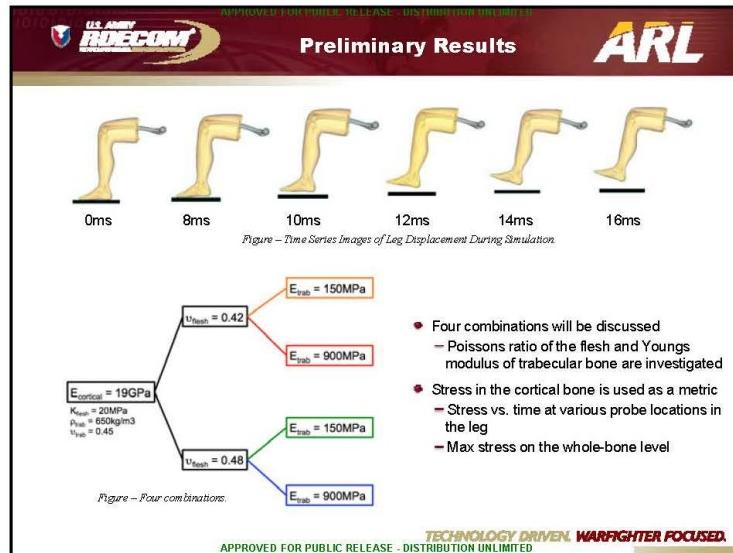
Current Study

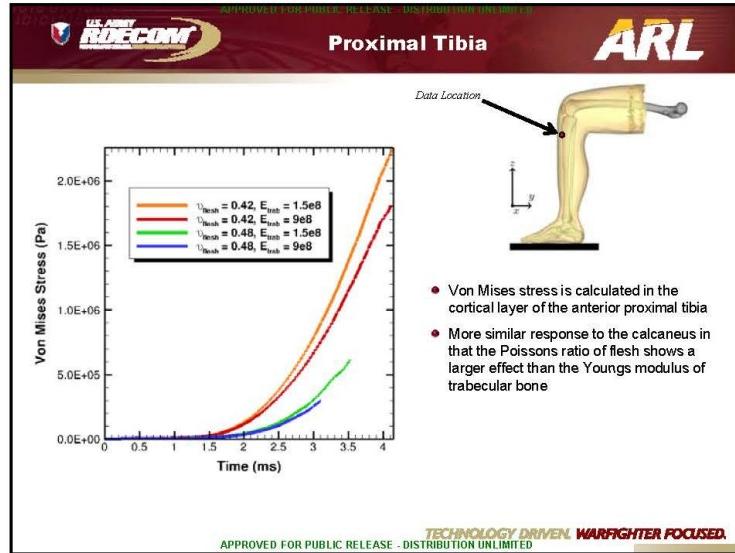
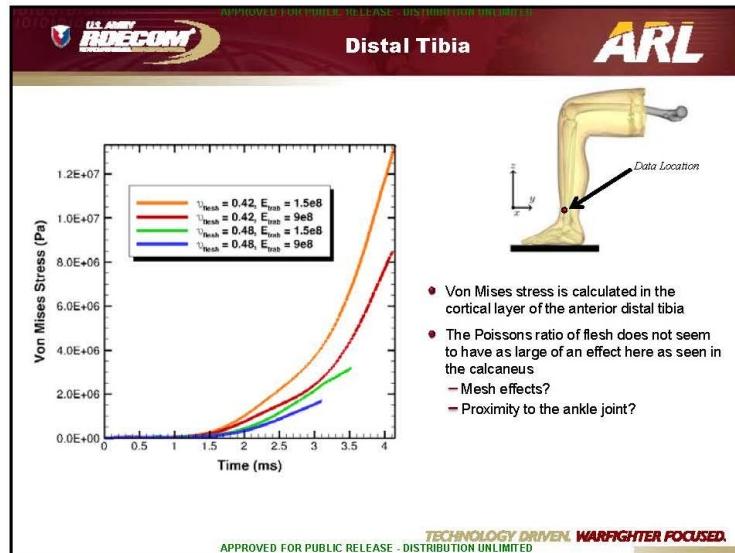
Bone		Flesh	
Elastic-Plastic	Viscoelastic	Hyperelastic	
BASIC		BASIC	
Density	1860 kg/m ³	Density	1000 kg/m ³
Young's Modulus	15-19 GPa	Bulk Modulus	2.5-333 MPa
Poisson's Ratio	0.3	Poisson's Ratio	0.42-0.49
Yield Strength	114-165 MPa	C ₁	-
Tangent Modulus	0.7-6.4 GPa	C ₂	-
	n/a	⋮	⋮
Failure Stress	124-175 MPa	S ₁ , S ₂	-
Failure Strain	1.6-2.2 %	T ₁ , T ₂	-
⋮	⋮	⋮	⋮

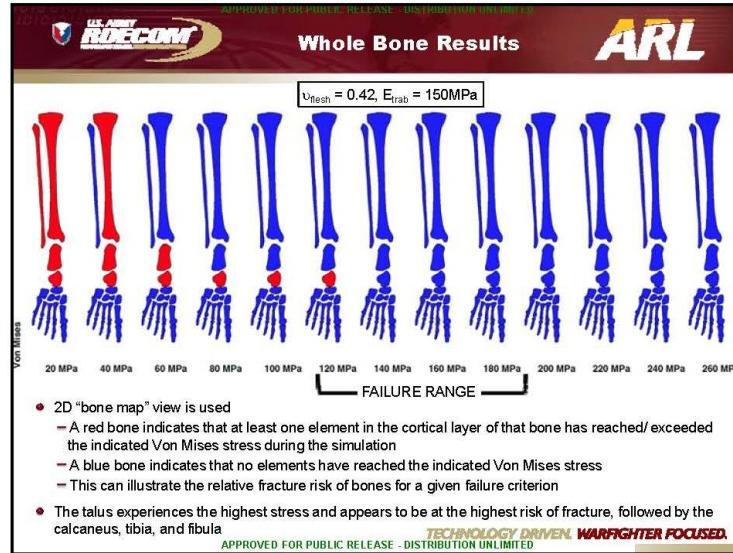
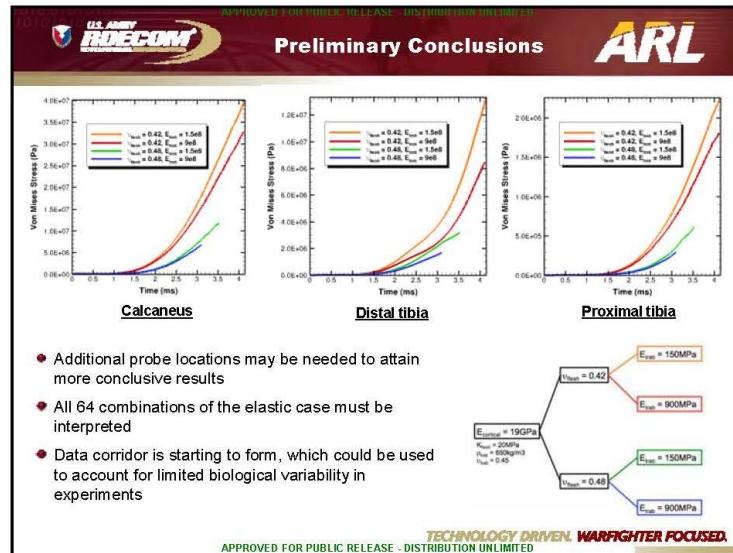
- A range of material models and parameters have been found in the literature to describe bone and flesh/soft tissues
- Various failure criteria for finite elements have been found as well
- Trabecular bone properties exhibit the greatest min/max range (*highly location dependent)
- A rather large phase space exists for just these three materials (cortical bone, trabecular bone, flesh)
- The current study uses the elastic material model for both bone and flesh with high/low properties as shown (totaling 64 combinations)
- A select few combinations will be highlighted in this talk

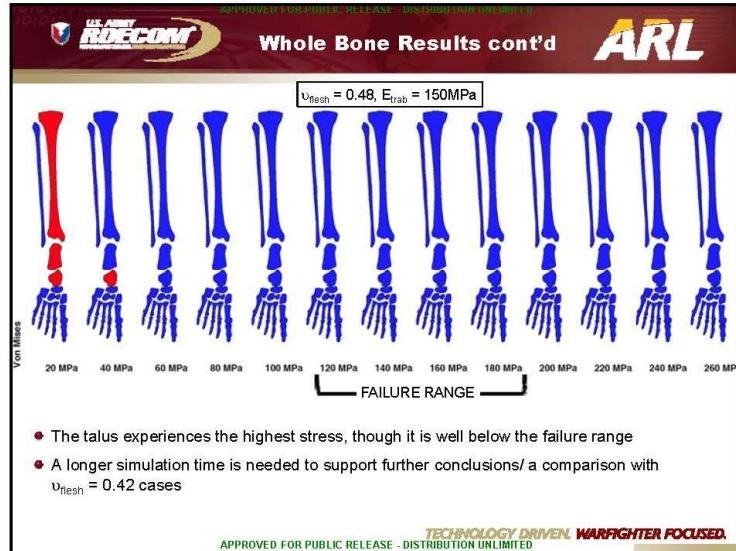
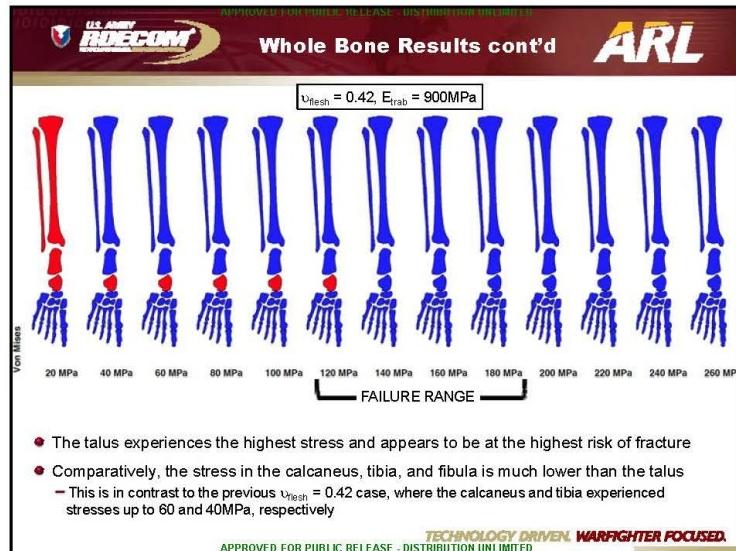
TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.

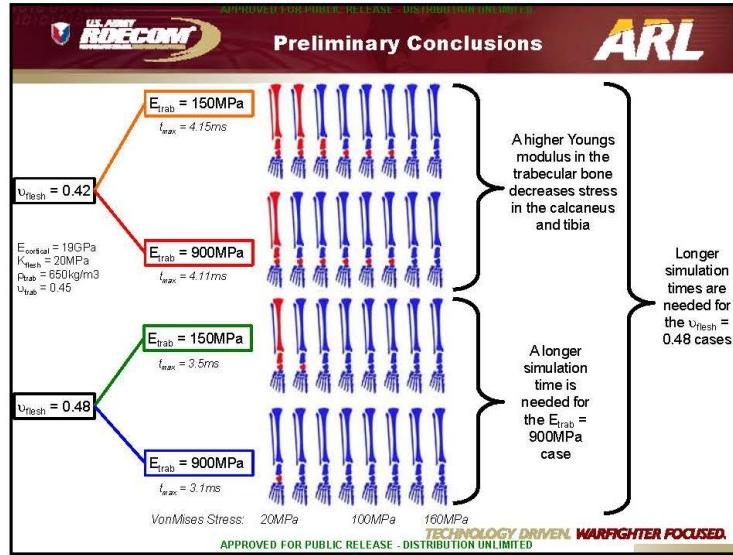
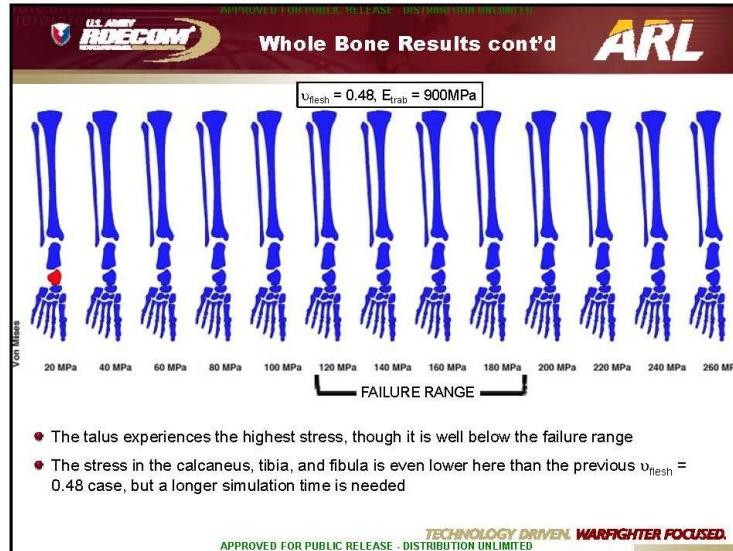












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Future Work

ARL

- Finish data analysis on the elastic study
- Continue parametric study to include additional material models/ parameters and failure criteria for bone and flesh
- Identify model sensitivities relevant to tissue failure
- Study different lower extremity meshes to identify additional sensitivities (i.e. geometry, mesh refinement, etc.)
- Compare probe location results to experimental data (falls within calculated data corridor?)

Bone	Cortical		Trabecular		Flesh
	Elastic-Plastic	Elastic	Density	Youngs Modulus	
		1680-2000 kg/m ³	15-19 GPa	654-1100 kg/m ³	0.3-0.35
					0.3-0.45
					Yield Strength
					114-165 MPa
					Tangent Modulus
					0.7-6.4 GPa
					Failure Stress
					124-175 MPa
					Failure Strain
					1.6-2.2 %
					⋮

Flesh	Viscoelastic		Hyperelastic		Elastic
	Density	Bulk Modulus	Poissons Ratio	C ₁	
	1000-1300 kg/m ³	2.5-333 MPa	0.42-0.49	-	-
				S ₁ , S ₂	-
				T ₁ , T ₂	-
				⋮	⋮

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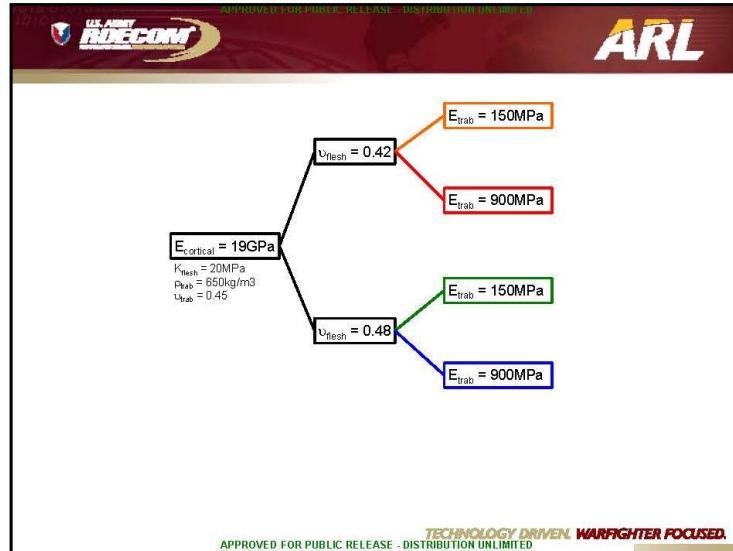
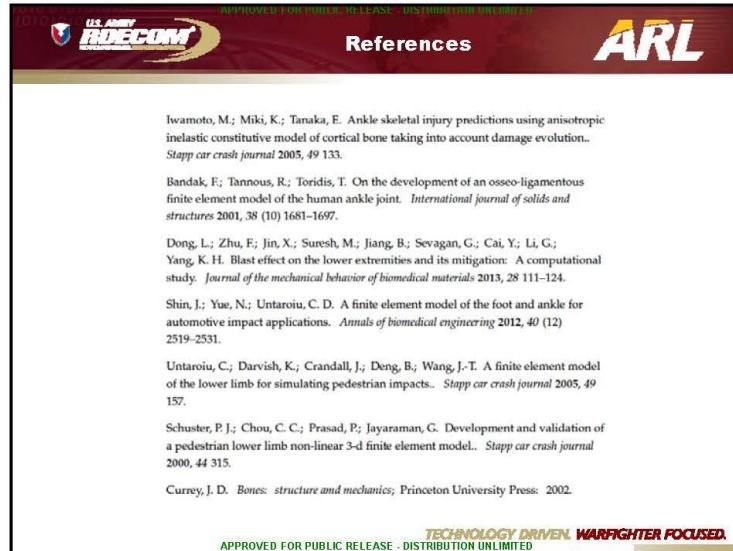
ARL

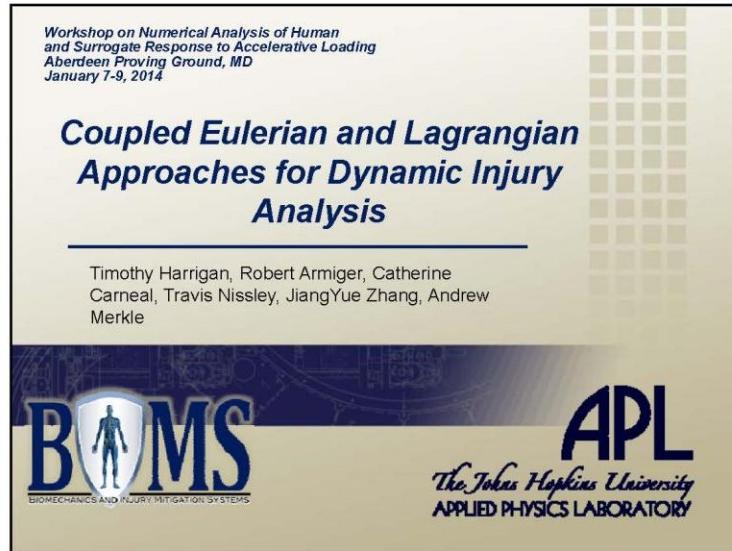
Questions?

Thank you!

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Introduction

- Effective modeling of human body during impact scenarios requires numerical stability under large deformation
- Soft tissue is nearly incompressible (high bulk modulus & low shear modulus)
- Complex contact conditions exist within soft-tissue, interstitial, and skeletal anatomy

Correlate local tissue strain to laceration & local stress/pressure to contusion

Moment (N-m) vs Time (ms) graph showing two curves (blue and red) peaking around 1 ms.

APL

Coupled methods are well established

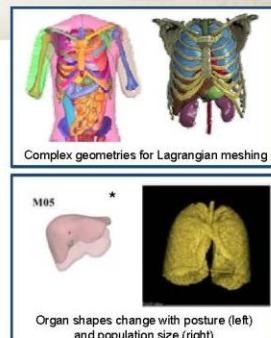
Lagrangian FEA	Eulerian FEA
<ul style="list-style-type: none">▪ Material element: Elements define a mass of material▪ Momentum conserved in each element▪ Information available<ul style="list-style-type: none">- Histories (yield, failure, damage)- Organ-level forces and moments- Stresses and section forces (from nodal point loads)- Stiffness (incremental)	<ul style="list-style-type: none">▪ Spatial element: Elements are fixed in space▪ Mass conserved in each element (advection)<ul style="list-style-type: none">- Internal state variables transferred with the material (stresses, yield/ damage states)- Shear stress/strain as well as pressure- Not limited to fluids- LS-Dyna, CTH
Easy to Implement Damage Models	Numerically Stable under Large Strain and Deformations
<ul style="list-style-type: none">▪ Interaction via constraint conditions in commercial codes	

3

APL

Coupled Lagrangian-Eulerian Methods: Rationale

- Model large deformation and strain
 - Lagrangian: Strain based damage assessment (organs, skeletal)
 - Eulerian: Large strain (Interstitial tissue, fluids)
- Parametric mesh development
 - Postural changes
 - Range of anthropometries
- Model internal pressure effects along with inter-organ contact forces
- Simplifies contact definitions
- Critical Challenges to Address:
 - New coupling parameters must be understood (penalty parameters)
 - Implementation of strain failure criteria in Eulerian (advected) parts



4

* Ann Adv Automot Med, "Abdominal Organ Location, Morphology, and Rib Coverage for the 5th, 50th, and 95th Percentile Males and Females in the Supine and Seated Posture using Multi-Modality Imaging," Sept 2013.

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2

Study Objectives

- Develop and verify mixed Lagrangian and Eulerian finite element methods for injury assessment in human models under military-relevant loading environments (accelerative, blunt, ballistic)
 - Evaluate numerical stability/artifacts
 - Evaluate ability to model relevant physical effects
 - High strain damage assessments
 - Pressure transmission

5

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Accelerative Loading to Lower Extremity

Numerical Stability

- High rate bending simulated for simplified model of bone in thigh
- Initially good Lagrangian elements become badly deformed
 - Numerical results in flesh elements unreliable
 - Common challenge for all soft tissue structures

6

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Accelerative Loading to Lower Extremity

Numerical Stability

- Incorporating Lagrangian bone in Eulerian flesh preserves bone response for injury prediction, while improving soft-tissue stability

Net Section Moments are very similar

Soft tissue stress estimates differ where Lagrangian elements are skewed

7 APL

Accelerative Loading to Lower Extremity

Numerical Stability

- Incorporating Lagrangian bone in Eulerian flesh preserves bone response for injury prediction, while improving soft-tissue stability
- To model accelerative loading due to structures:
 - Add Lagrangian skin over the flesh,
 - Couple the skin to the Eulerian material
 - Use standard Lagrangian contact for structural interaction

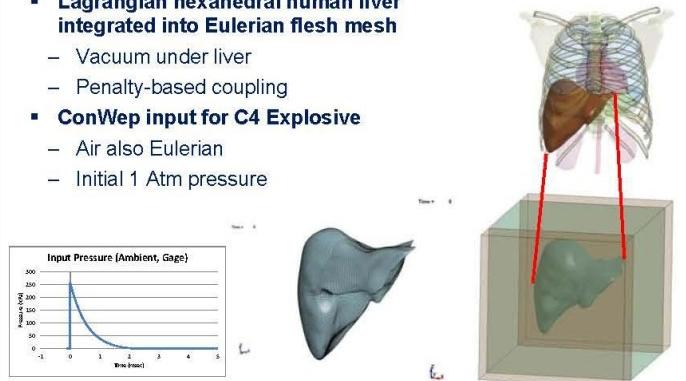
Method fits into standard accelerative loading models

8 APL

Blast Loading to Thoracic Organs

Numerical Stability

- Lagrangian hexahedral human liver integrated into Eulerian flesh mesh
 - Vacuum under liver
 - Penalty-based coupling
- ConWep input for C4 Explosive
 - Air also Eulerian
 - Initial 1 Atm pressure



Input Pressure (Ambient, Gage)

Pressure (kPa)

Time (sec)

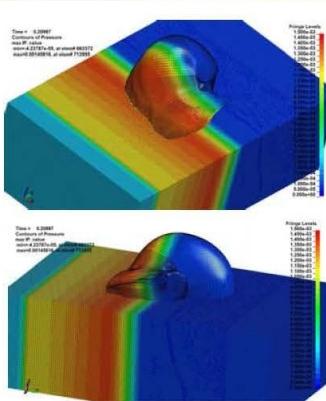
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Blast Loading to Thoracic Organs

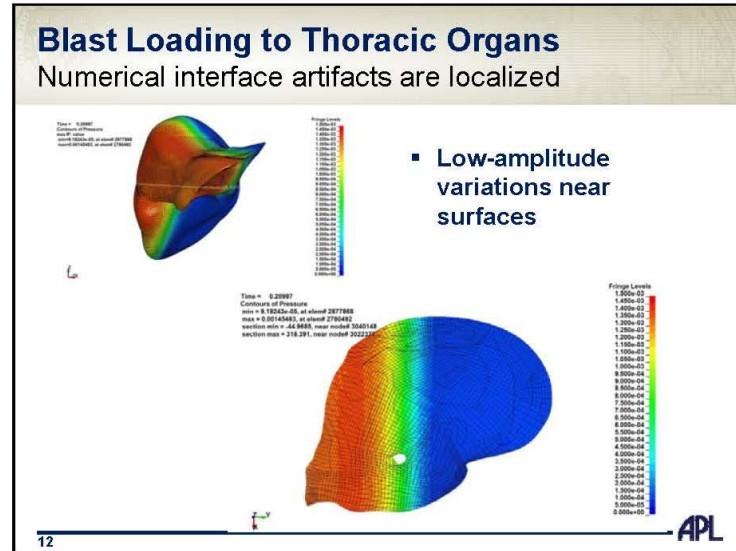
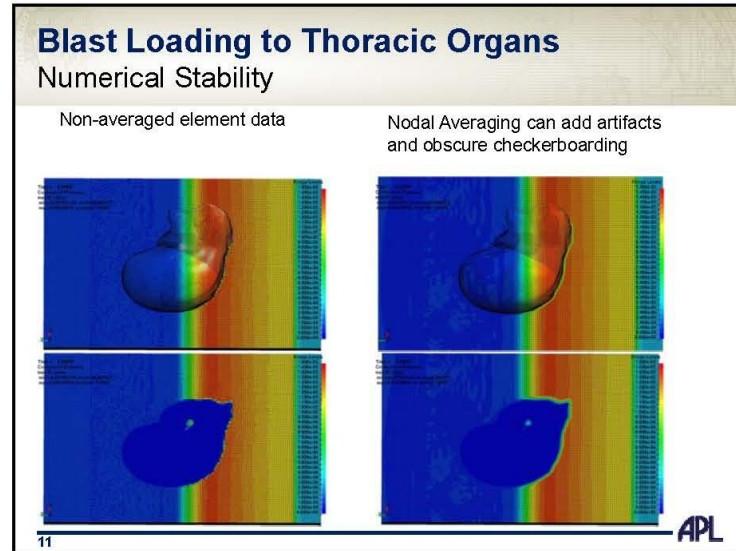
Numerical Stability

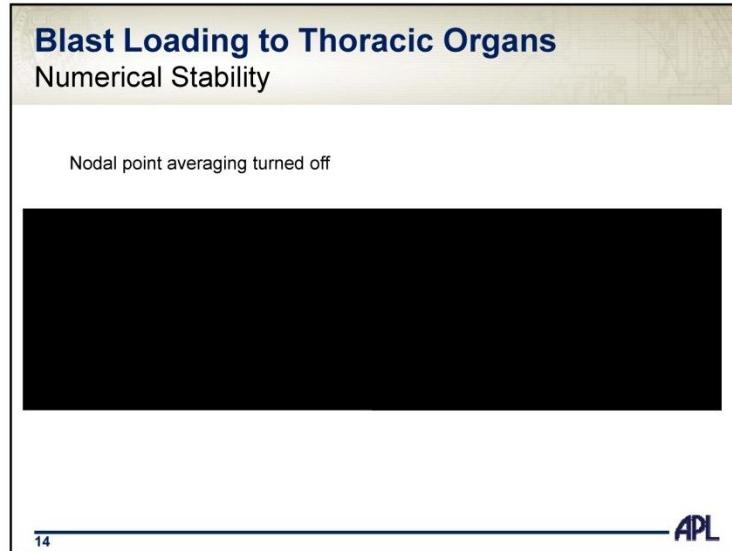
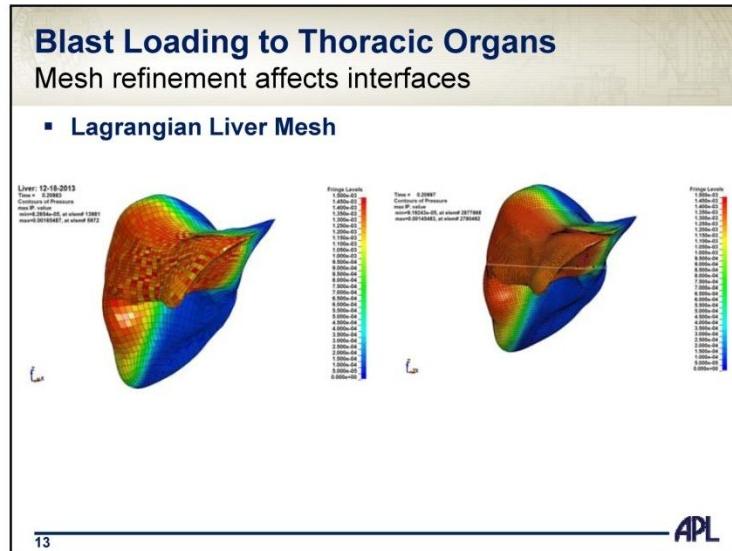
- Flesh Properties
 - High Bulk Modulus (2 GPa)
 - Low Shear modulus (28 kPa)
- Prone to mild Checkerboarding
- Local Interface Stress Artifacts
 - Turn off Nodal Averaging to observe

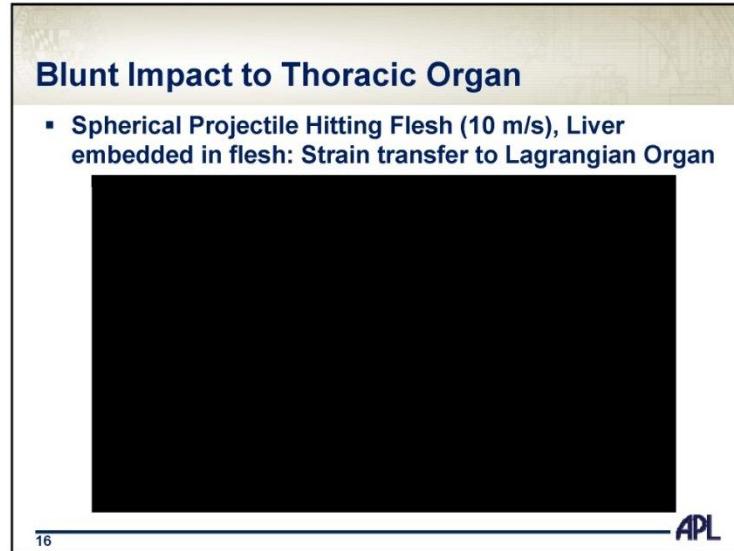
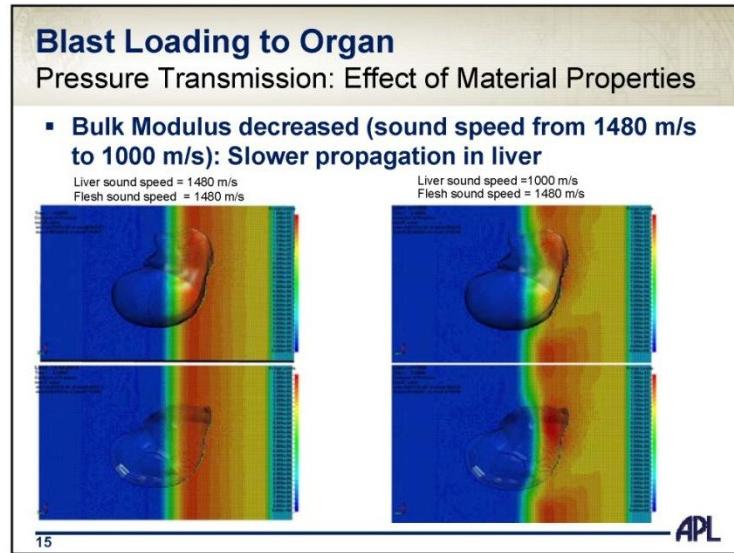


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10







Ballistic Injury to Thoracic Organ

Strain Tracking

- Ballistic impact to Lagrangian mesh causes instability**
 - Assess strain estimation in an Eulerian mesh
- Simulated penetrating impact near liver to investigate ability to calculate strain in Eulerian models**
 - Flesh is Eulerian in all cases → facilitates simulation of projectile penetration
 - Liver modeling
 - Lagrangian solid elements
 - Eulerian with tracer point definition
- Penetration characteristics:**
 - 64gr RCC with initial velocity 400 m/s
 - Passing underneath liver (~3 cm)

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Ballistic Injury to Thoracic Organ

Strain estimates in Eulerian regions

- Specialized numerical approach using tracer particles implemented to track strain in Eulerian liver mesh**
- Similar strain results show validity of approach for strain-based injury assessment in Eulerian models**

Strain equations

$$\epsilon_{xx} = \frac{\partial u}{\partial x} + \frac{1}{2} \left[\left(\frac{\partial u}{\partial x} \right)^2 + \left(\frac{\partial v}{\partial x} \right)^2 + \left(\frac{\partial w}{\partial x} \right)^2 \right]$$

$$\epsilon_{yy} = \frac{\partial v}{\partial y} + \frac{1}{2} \left[\left(\frac{\partial u}{\partial y} \right)^2 + \left(\frac{\partial v}{\partial y} \right)^2 + \left(\frac{\partial w}{\partial y} \right)^2 \right]$$

$$\epsilon_{zz} = \frac{\partial w}{\partial z} + \frac{1}{2} \left[\left(\frac{\partial u}{\partial z} \right)^2 + \left(\frac{\partial v}{\partial z} \right)^2 + \left(\frac{\partial w}{\partial z} \right)^2 \right]$$

$$\gamma_{xy} = 2 * \left[\frac{\partial u}{\partial y} \cdot \frac{\partial v}{\partial x} + \frac{\partial u}{\partial x} \cdot \frac{\partial v}{\partial y} + \frac{\partial v}{\partial x} \cdot \frac{\partial w}{\partial y} + \frac{\partial v}{\partial y} \cdot \frac{\partial w}{\partial x} \right]$$

$$\gamma_{xz} = 2 * \left[\frac{\partial u}{\partial z} \cdot \frac{\partial w}{\partial x} + \frac{\partial u}{\partial x} \cdot \frac{\partial w}{\partial z} + \frac{\partial w}{\partial x} \cdot \frac{\partial v}{\partial z} + \frac{\partial w}{\partial z} \cdot \frac{\partial v}{\partial x} \right]$$

$$\gamma_{yz} = 2 * \left[\frac{\partial v}{\partial z} \cdot \frac{\partial w}{\partial y} + \frac{\partial v}{\partial y} \cdot \frac{\partial w}{\partial z} + \frac{\partial w}{\partial y} \cdot \frac{\partial u}{\partial z} + \frac{\partial w}{\partial z} \cdot \frac{\partial u}{\partial y} \right]$$

*Non-linear terms not currently implemented

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Mixed Lagrangian – Eulerian Methods

Summary

- **Addresses modeling of high-rate events**
 - Blast/shock wave loading
 - High rate blunt/accelerative loading
 - Soft tissue modeling requirements
- **Advantages**
 - Mesh for interstitial tissue accommodates Lagrangian Parts
 - Vary mesh density
 - Simulate postural changes
 - Simulate locally high strains that would crash Lagrangian models
 - Pressure transmission across Eulerian-Lagrangian interface is modelled well
 - Can simulate shock impingement in fully coupled manner
- **Challenges**
 - Computational cost
 - Controlling numerical artifacts (assessing them)
 - Making results insensitive to internal coupling parameters

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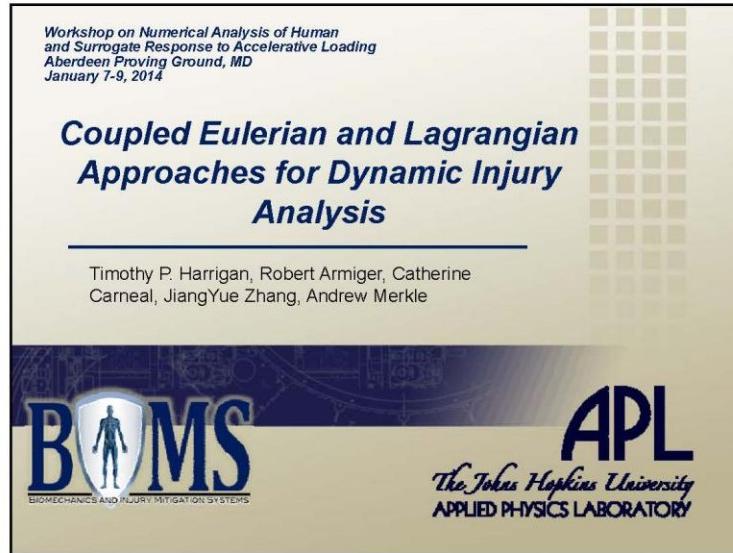
Mixed Lagrangian – Eulerian Methods

Future Needs

- **Numerical requirements:**
 - Assessing large-scale model requirements
 - Scalability for large computing systems
 - Mesh sensitivity for nearly incompressible damage or plasticity
- **Modeling Specific Physical effects**
 - Thin fluid films
 - Cavitation/phase change
- **Experimental validation**
 - Pressure transmission
 - Blunt impact

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TECHNOLOGIES
145 Overhill Drive - Mooresville, NC 28117 - 704.799.6944 www.corvidtechnologies.com

Crew Response in Full System HFCP

Allen D. Shirley
Cameron Bell
Kevin Lister
Kim Meeks

January 9, 2014

DISTRIBUTION A: Approved for public release.
ashirley@corvidtec.com

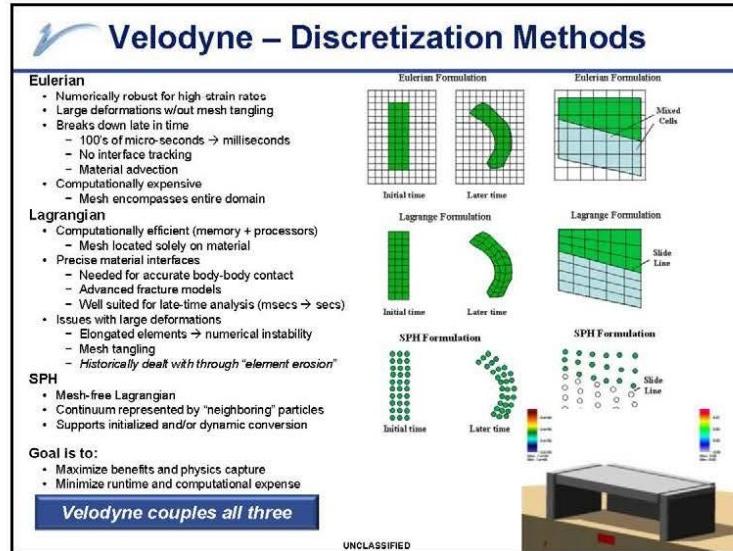
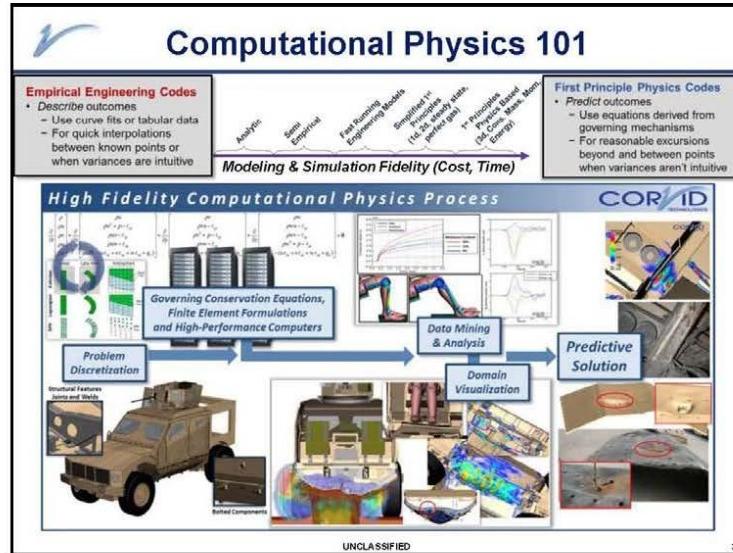
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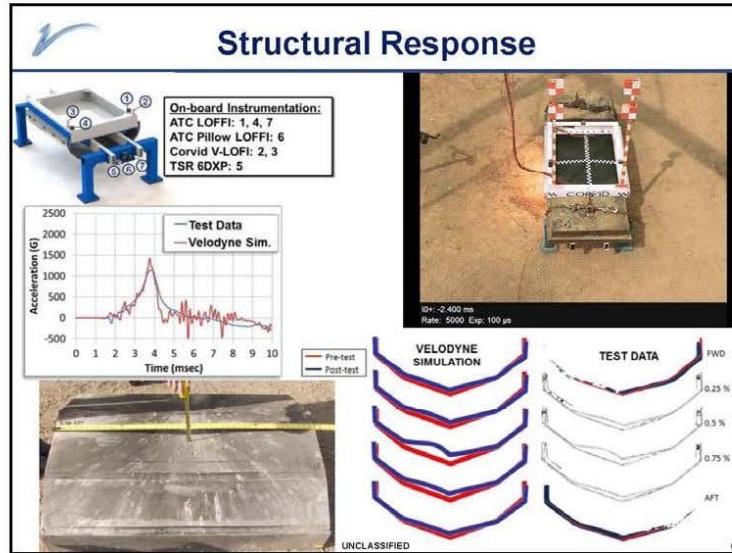
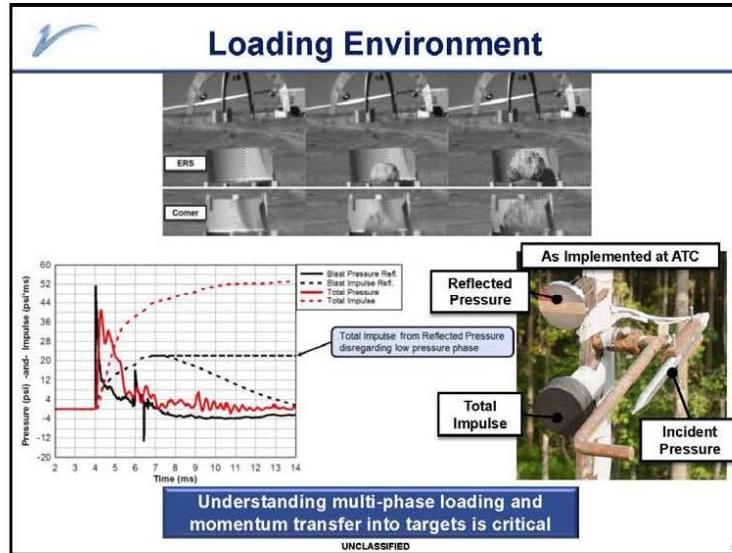
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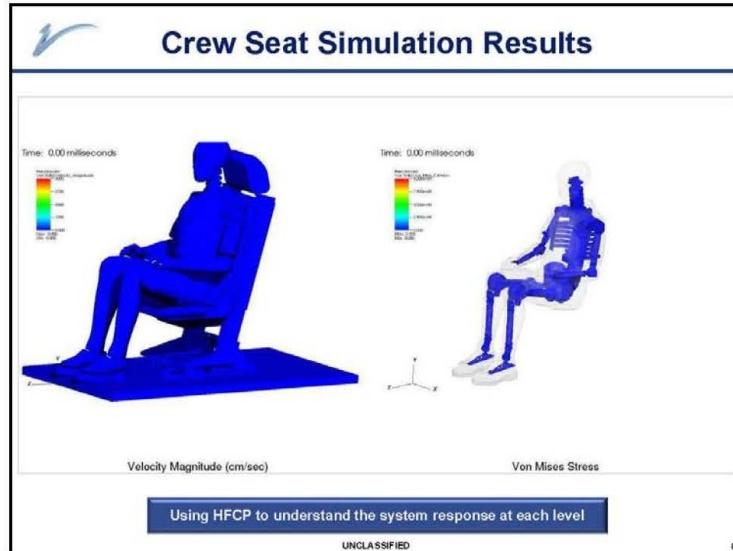
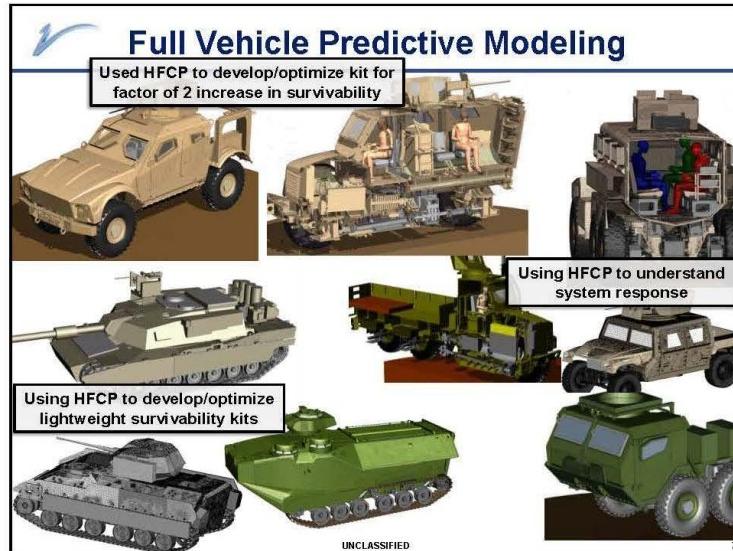
- JPO MRAP – Mr. Paul Mann and Mr. John Rooney
- USMC PEO-LS – Ms. Anne Purtell and Mr. Joe Burns
- ARL – Dr. Bryan Cheeseman

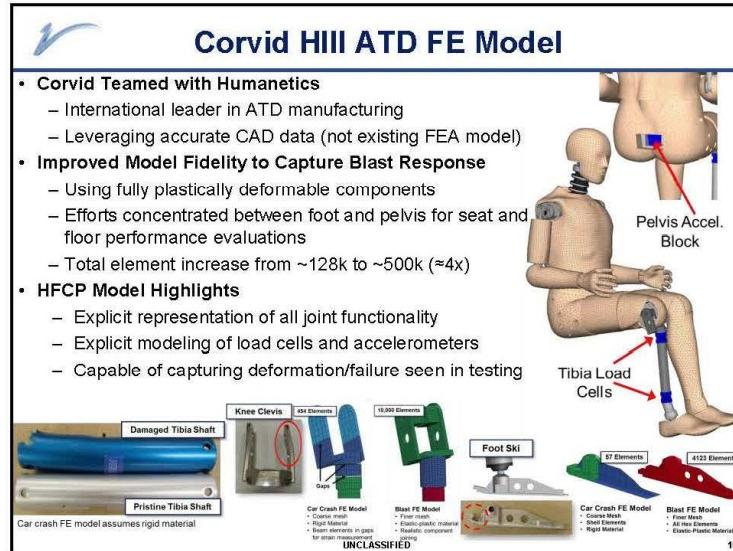
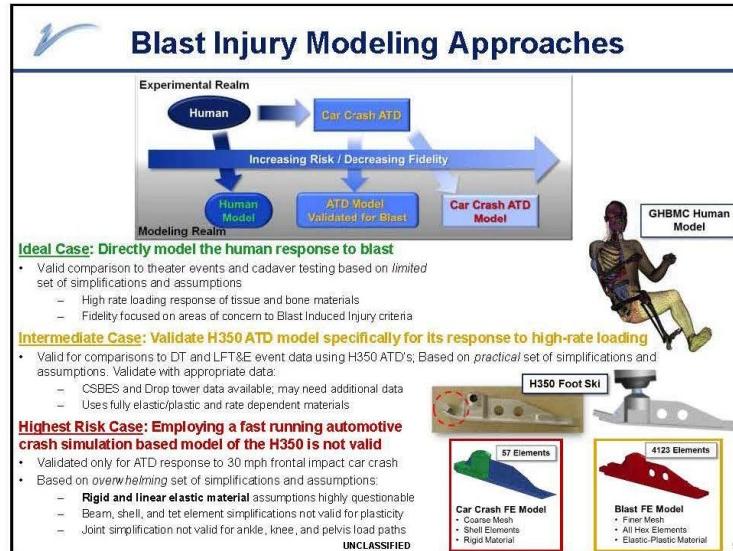
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✓ High Rate Material Characterization

- High rate material testing of the ATD and boot "soft" materials for Corvid is complete
 - ATD: Esonlite foam, Butyl rubber, PVC rubber, White PU foam
 - Boot: Brown PU foam, Vulcanized rubber
- Split Hopkinson Pressure Bar (SHPB) data received from Purdue University

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✓ Material Model Fitting

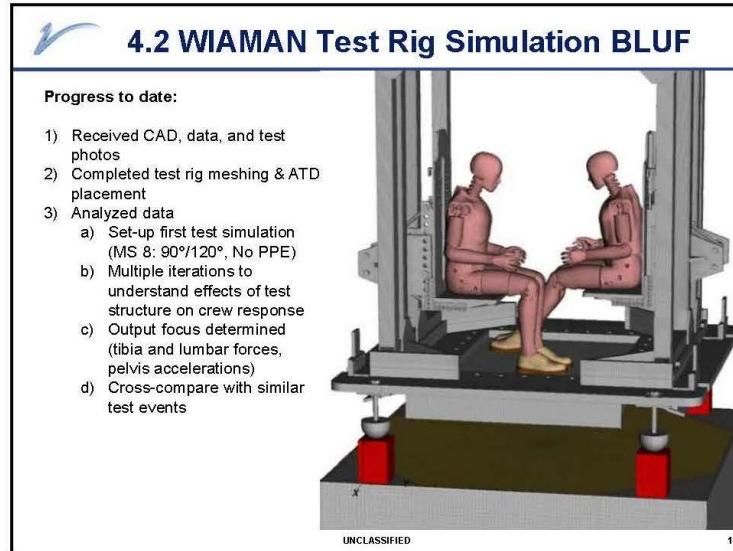
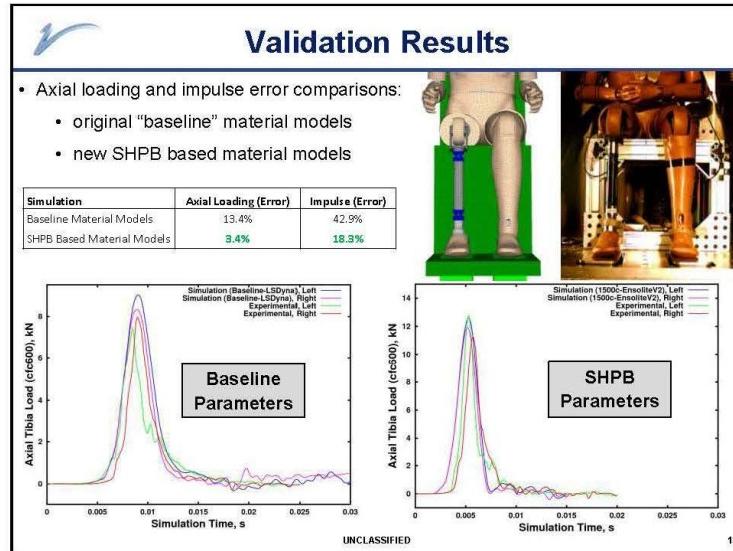
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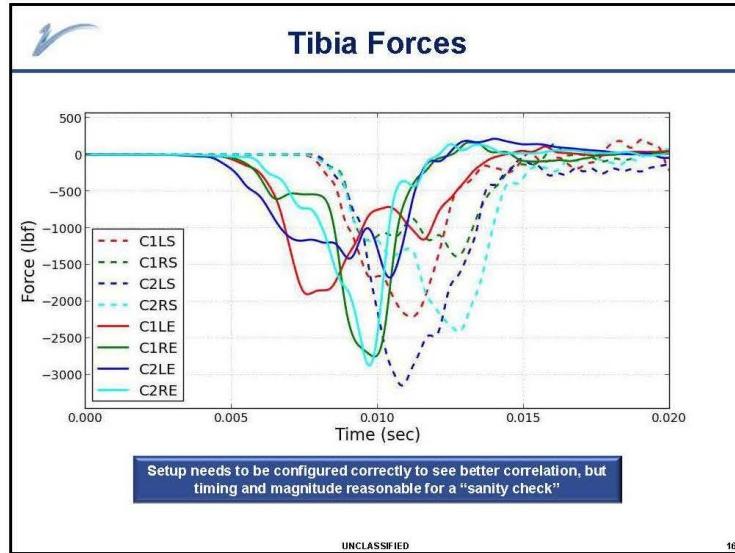
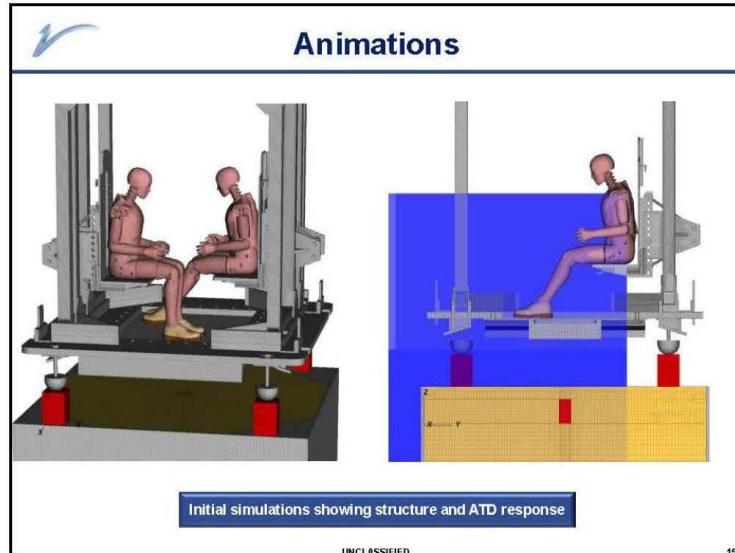
    graph TD
        A([Pre-preprocessing]) --> B[Initialization]
        B --> C[Pass data to user script]
        C --> D[Calculate objective]
        D --> E[Pass data to optimizer]
        E --> F[Update variables]
        F --> G[Calculate Δp]
        G --> H{Convergence Check}
        H -- No --> C
        H -- Yes --> I([Post-preprocessing])
    
```

- Material model parameter fitting through an optimization routine
- The following materials have been parameterized to-date (on-going process)
 - PVC rubber (Skin)
 - Esonlite (Foam Heel Pad)
 - Vulcanized Rubber (Boot Outsole)

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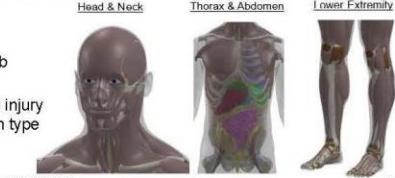
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Human Blast Injury Modeling (CAVEMAN)

- Proposed path forward:**
 - Obtain CAD built from scans of representative 50th male
 - Thorough validation of biofidelic representation of segmented body regions
 - Use of anthropometric databases for verification and validation of CAD data
 - Develop high fidelity meshed model from CAD
 - Gather existing material characterization data and fill gaps
 - Validate against segment and full body experimental data
 - Compare the ATD and human response to blast loading
 - Start with 50th percentile male to assess value to DoD; 95th male and 5th female to follow
- Challenges:**
 - Limited availability of corroborated / agreed upon high rate material characterization data
 - Theater data difficult for validation / comparison
 - limited initial condition data
- Leverage-able projects:**
 - Academic Research through DoD Lab Partnerships
 - WIAMAN project investigating PMHS injury and generating good model validation type data



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50th Percentile CAD

- Average human male solid geometry constructed from scan data (MRI, CT, Ultrasound, ...)
- Comparison to DOD 50th percentile standards:
 - DOD-HDBK-743A
 - 4.8% average measurement error (74% within one standard deviation)
 - ANSUR
 - 4.6% average measurement error (70% within one standard deviation)
 - ANSUR II
 - 4.2% average measurement error (74% within one standard deviation)
- Includes:
 - Skeletal, muscular, vascular, and nervous systems in addition to connective tissue and internal organs



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Discretization

- Preliminary tetrahedral mesh of entire human body (skeletal, muscular, connective and organs) has been completed
- Estimated final element count: ~3 to 4 million
 - Skeletal: ~1 to 1.5 million
 - Muscular: ~1.5 to 2 million
 - Connective Tissue: ~0.5 million
- Explicit representation of all joint functionality
- Transition towards complete hex mesh has begun starting with the muscular system in the leg

Preliminary mesh of the skeletal and muscular systems, primary organs (skin not shown), and connective tissue

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High Strain Rate Material Models

- Literature review to determine state of high strain rate modeling of biological materials
- Focus on strain rates seen in BI (up to ~3000/s)
- Develop constitutive models base on high strain rate test data
- Perform high rate testing on cadaveric tissue to fill in gaps in the literature

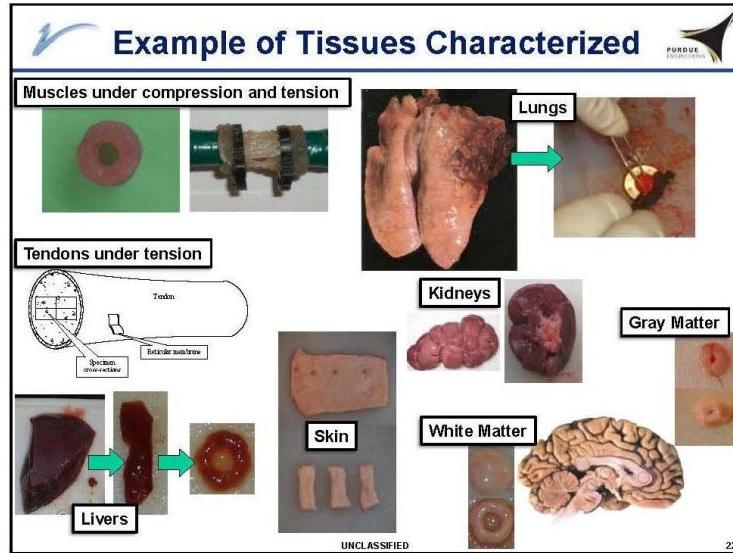
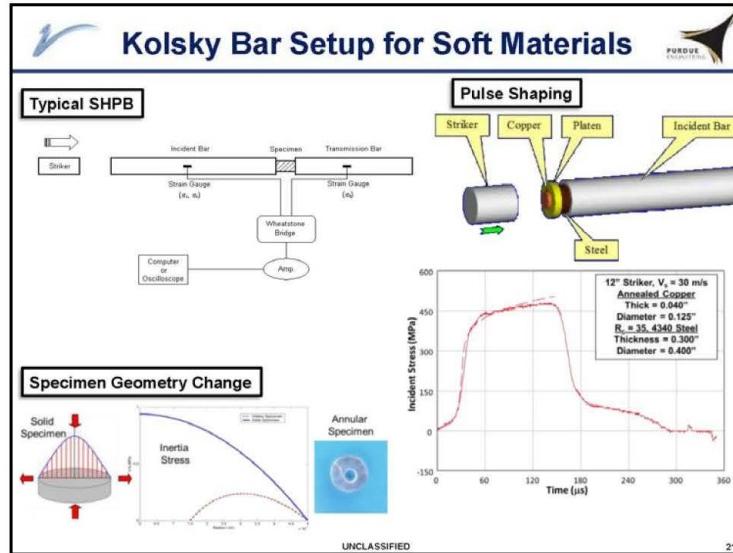
Examples of material response for high strain rate testing of soft viscoelastic materials

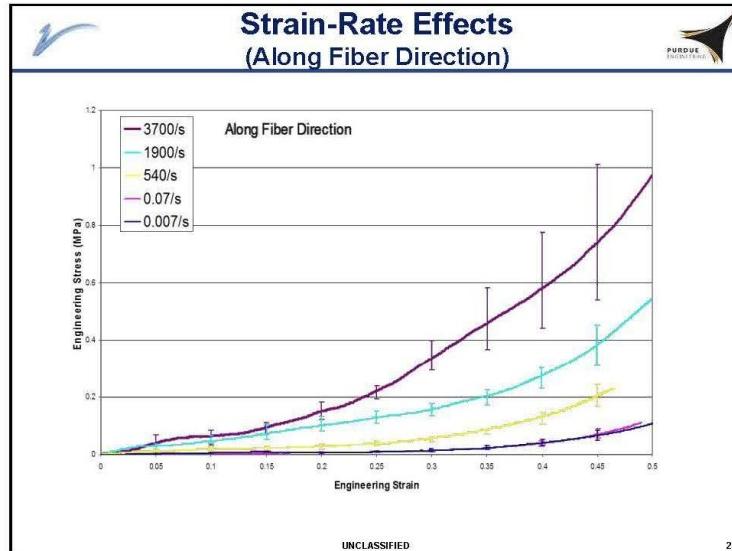
Tissue Type	Species
Bone (Cancellous)	Human
Bone (Cortical)	Bovine
Cartilage	Porcine
Muscle	Porcine
Ligament	Human
Tendon	Bovine
Heart	Human
Stomach	Human
Liver	Human
Lung	Human
Kidney	Bovine
Spleen	Porcine
Pancreas	Human
Bladder	Human
Small intestine	Human
Large intestine	Human
Gallbladder	Bovine
Skin	Porcine
Fat	Porcine

High strain rate data from literature review for constitutive material definitions in CAVEMAN 1.0

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Summary

- Vehicle IED Survivability System-level Modeling**
 - Use HFCP coupled with ample computational resources to gain insight into critical details
 - Represent physics of multi-phase IED loading
 - Resolve structural details down to millimeter length scales
 - Include injury mitigation technology explicitly rather than empirical representation developed for single axis test
- Crew Response Modeling**
 - Began with Anthropomorphic Test Device currently used
 - Expanded material characterization to higher rates
 - Validate against multiple experimental data sets
 - Used to support system development and testing
 - Current effort to develop high fidelity human model
 - For use in full system modeling in conjunction with ATD model
 - Understand system effects as tested and as used in theater

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U.S. ARMY TANK AUTOMOTIVE RESEARCH, DEVELOPMENT AND ENGINEERING CENTER (TARDEC)

Evaluating the effectiveness of various blast load descriptors as occupant injury predictors for underbody blast events

Jai Ramalingam
Ravi Thyagarajan
Kumar Kulkarni
TARDEC/Analytics

Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading
Army Research Laboratory (ARL)
Aberdeen, MD
Jan 7-9, 2014

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Introduction

- It is a well known fact that underbody blasts have become one of the most widespread reasons for warfighter casualties in recent wars.
- Spinal injuries to occupants have particularly increased in theater from these roadside blast incidents, followed by tibia and lower leg injuries.
- The most common occupant injuries in these extremely short duration events arise out of the very high vertical acceleration of vehicle due to its close proximity to hot high pressure gases from the blast.
- It is of considerable interest to developers of military vehicles to assess occupant injury risk due to blast loading in the early phase of the design process.

Blast load descriptors as occupant injury predictors for underbody blast events
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Blast pulse and occupant injury

A typical blast loading pulse is triangular in shape and can be characterized by its peak acceleration (G_{peak}) or change in velocity (Δv) with or without considering the duration of the pulse (T).

Occupant injury risk is proportional to;

1. Peak acceleration, G_{peak} , in g's
2. Time duration of the pulse, T in ms
3. Rate of onset of acceleration, \dot{G} in g/ms
4. Change in velocity, Δv , in m/s
5. Direction of loading
6. etc.

It has been shown before that there is no single input parameter which can be used to effectively assess occupant injury. However, the design community often use peak acceleration, G_{peak} or Δv to determine the severity of any given pulse.

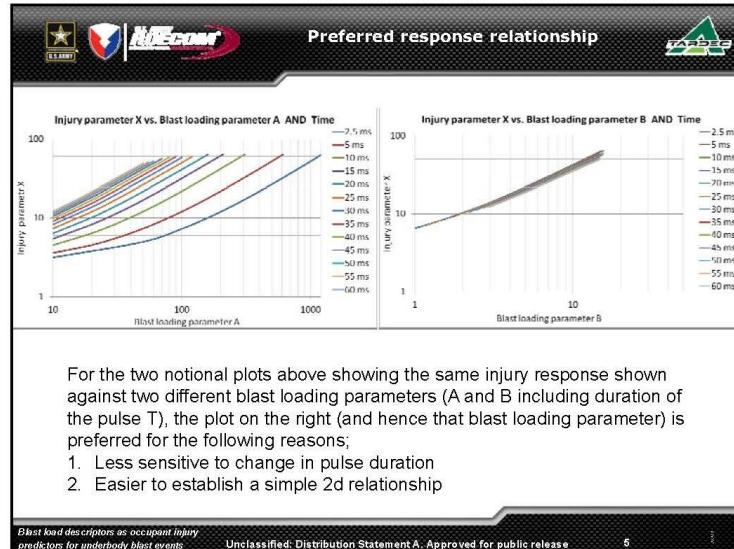
Earlier efforts to more adequately characterize the blast loading pulses include defining dependent variables such as Effective-g (slope of the velocity profile), and Specific Power ($G_{peak} \times \Delta v$) with some success when compared against a few of the injury criteria.

Blast load descriptors as occupant injury predictors for underbody blast events Unclassified: Distribution Statement A, Approved for public release

Objectives

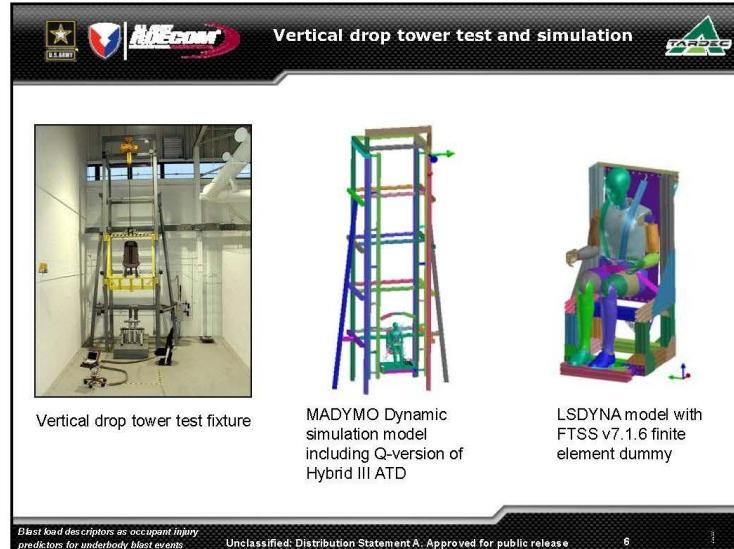
1. To determine If a single blast loading parameter is sufficient to adequately identify the occupant injury for the *duration of typical blast events (0-20ms)*.
2. Effect of pulse "shape" on the occupant injuries
3. To create look-up tables/response surfaces for the different injury responses
 - for both stroking and non-stroking seat systems.

Blast load descriptors as occupant/injury predictors for underbody blast events Unclassified: Distribution Statement A, Approved for public release



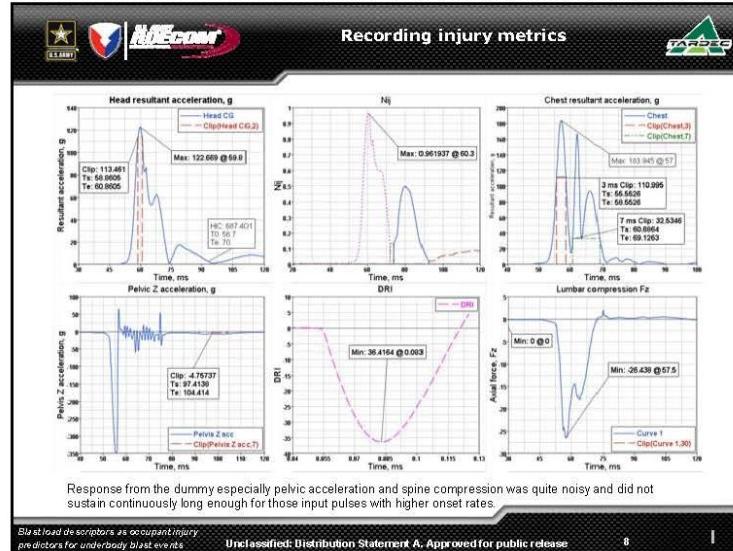
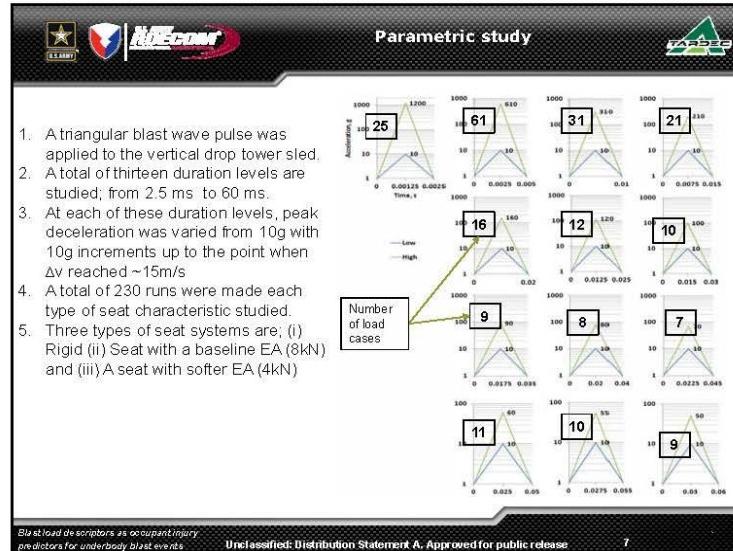
Blast load descriptors as occupant injury predictors for underbody blast events Unclassified: Distribution Statement A. Approved for public release

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Blast load descriptors as occupant injury predictors for underbody blast events Unclassified: Distribution Statement A. Approved for public release

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Blast loading parameters

- For each injury criterion the data is plotted against derived input quantities, viz.,
 - effective-g^{1,3}, defined as the slope of the integral of the velocity trace;

$$G_{\text{eff}} = \frac{1}{T} \int_0^T adt = \frac{V_f - V_0}{T}$$

- Specific power², defined as;

$$S = G_{\text{peak}} \times \Delta V$$

- ΔV, defined as;**

$$\Delta V = \int_0^T adt = V_f - V_0$$

Blast load descriptors as occupant/injury predictors for underbody blast events Unclassified: Distribution Statement A, Approved for public release 9

Definition of Effective-g^{1,3}

A typical triangular blast pulse

$G_{\text{peak}} = 200$

$T = 10 \text{ ms}$

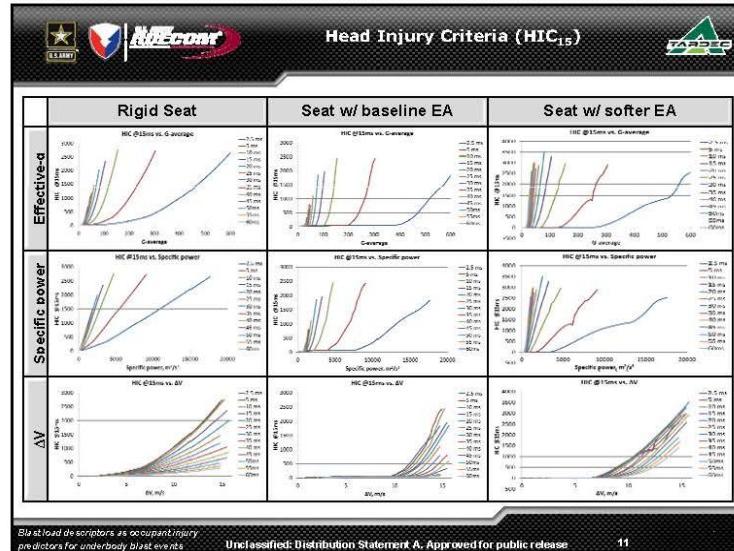
$\Delta V = 9.81 \text{ m/s}$

When, $r = 5\%$; $\text{Effective-g} = 0.9 \cdot \Delta V/T = 132$
 $G\text{-average} = \Delta V/T = 100$

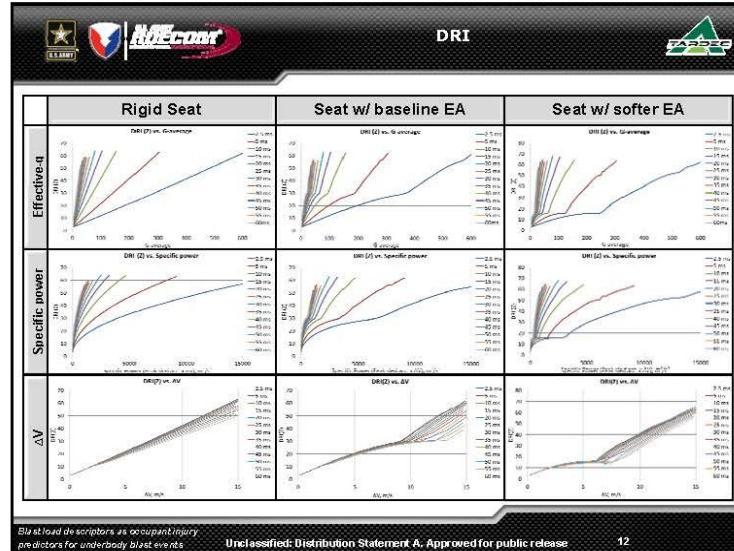
$$G_{\text{eff}} = G_{\text{Peak}} \left(\frac{1 + \sqrt{2r}}{2} \right) \quad (0 \leq r \leq 0.5)$$

For triangular pulses used in this parametric study, the ratio of G_{eff} to G_{peak} is 0.6581 when $r=0.05$

Blast load descriptors as occupant/injury predictors for underbody blast events Unclassified: Distribution Statement A, Approved for public release 10



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Observations and analysis

- None of the primary input pulse parameters considered in this study, by itself, is an indicator of occupant injury.
- One reason could be that our range of time duration of input pulses which ranged from 2.5 ms to 60 ms is too broad.
- Among the three loading parameters under consideration, Δv by itself, has the potential to be a single good indicator in the typical blast loading range of 0-20ms.
- For a wider range of T , any of these primary parameters in combination with the pulse duration can be used to estimate occupant injury.

Blast load descriptors as occupant/injury predictors for underbody blast events Unclassified: Distribution Statement A, Approved for public release 13

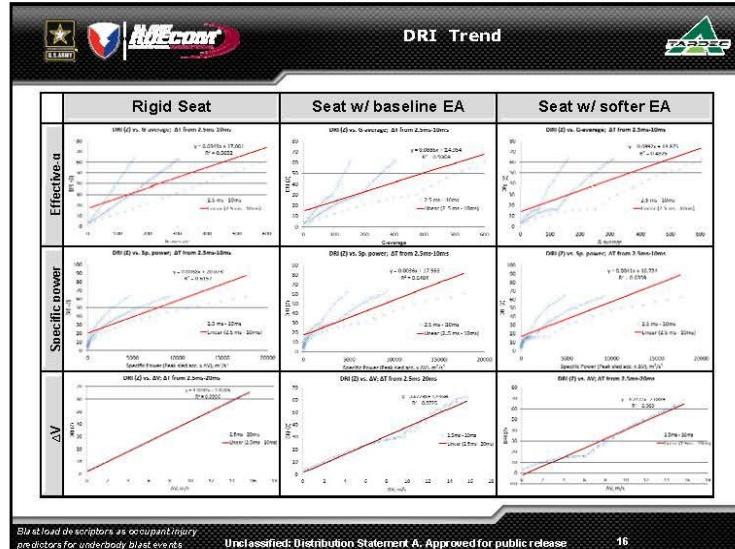
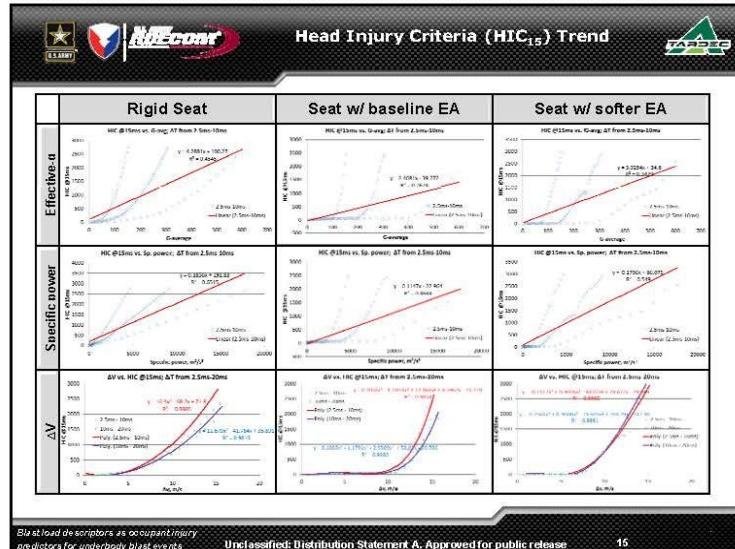
Analysis of pulse duration < 20ms

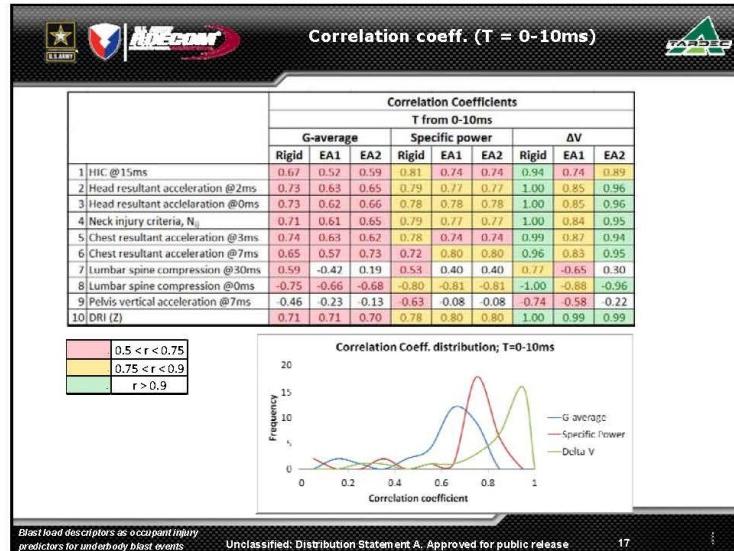
- Trend lines were drawn by grouping data points based on time duration of pulses, e.g., 0-10ms, 11-20ms and 21-60ms
- Correlation coefficients (r_s) are computed and tabulated for every injury criterion against the three variables (G-average, Sp. Power and ΔV)

$$r_s = \frac{\sum(x - \bar{x})(y - \bar{y})}{\sqrt{\sum(x - \bar{x})^2 \sum(y - \bar{y})^2}}$$

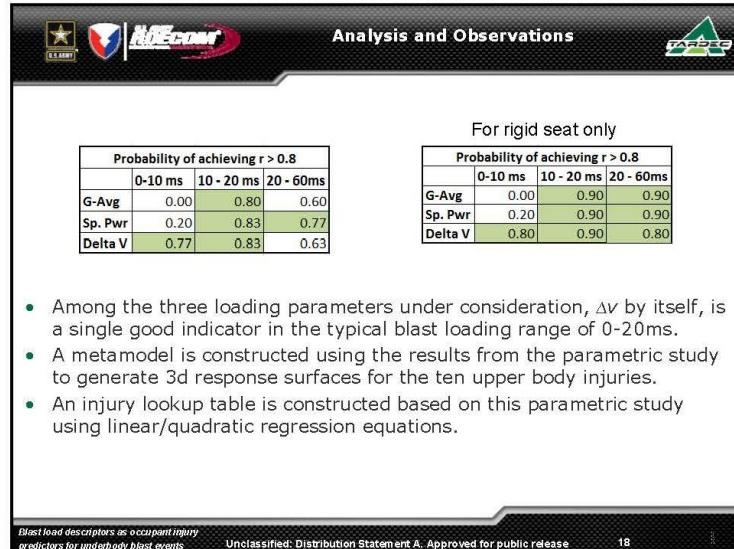
where, x and y are injury criterion and input variable respectively

Blast load descriptors as occupant/injury predictors for underbody blast events Unclassified: Distribution Statement A, Approved for public release 14





Blast load descriptors as occupant injury predictors for underbody blast events Unclassified: Distribution Statement A. Approved for public release 17



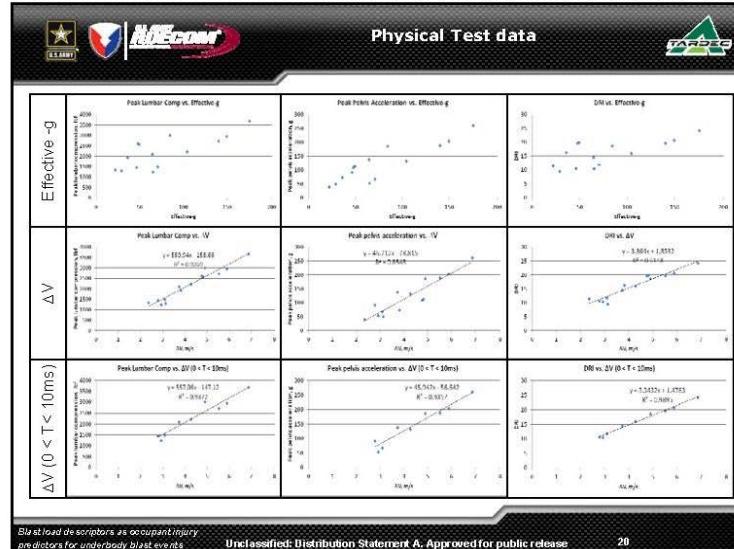
Session 5, Presentation 4
1/9/2014

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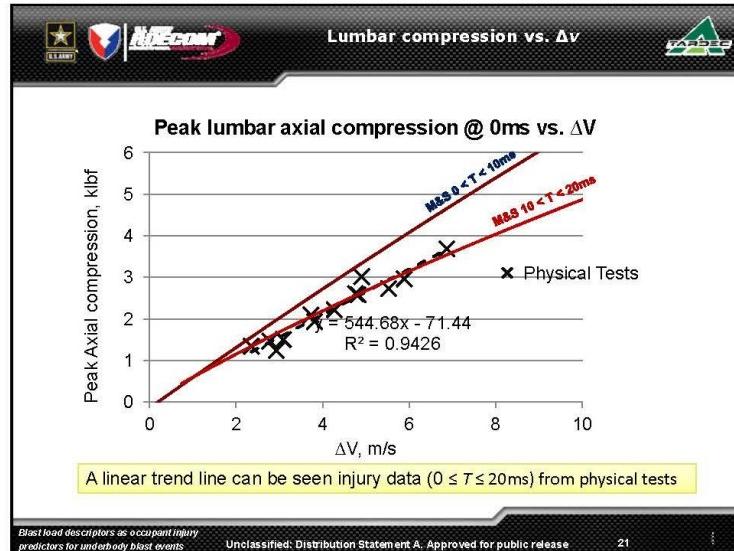
Physical Test data - summary																
#	Test	Date	Peak acc., g	ΔV , m/s	0.05% ΔV , m/s	0.95% ΔV , m/s	0.05% T, ms	0.95% T, ms	T, ms	G-avg	Lumbar spine			Pelvic Z acc., g	DRI	
											Eff-g	Peak	30 ms clip	Peak	7 ms clip	
1	5ms-3mps	2/17/2011	93.87	3.09	0.154	2.9353	0.632	4.659	4.43	6.3	70	1504.3	311.5	67.73	15.41	11.85
2	5ms-3mps-repeat	2/18/2011	87.10	2.93	0.146	2.7790	0.729	4.861	4.55	6.0	65	1244.7	180.9	54.38	19.97	10.45
3	5ms-4mps	2/17/2011	139.48	4.26	0.213	4.0516	0.686	4.446	4.14	8.7	104	2214.4	312.8	131.91	12.91	16.07
4	5ms-6mps	2/18/2011	180.00	5.52	0.276	5.2453	0.519	4.134	3.99	11.3	140	2730.5	205.2	189.92	8.14	19.7
5	5ms-6msp-repeat	2/18/2011	201.69	5.88	0.294	5.5883	0.548	4.162	3.98	12.0	149	2965.1	234.1	204.14	5.48	20.7
6	5ms-7mps	2/18/2011	237.72	6.87	0.343	6.5228	0.545	4.132	3.95	14.0	176	3688.4	214.9	260.74	5.81	24.29
7	20ms-3mps	2/17/2011	27.79	2.35	0.117	2.2310	0.663	10.592	10.92	4.8	22	1345.9	325.8	39.72	23.77	11.45
8	20ms-4mps	2/17/2011	47.80	3.81	0.191	3.6198	1.110	10.876	10.74	7.8	36	1935.7	374.8	74.27	25.23	16.27
9	20ms-5mps	2/17/2011	68.07	4.82	0.241	4.5764	1.275	10.262	9.89	9.8	49	2580.3	375.2	113.24	22.6	19.92
10	20ms-5mps-repeat	2/17/2011	65.60	4.75	0.238	4.5172	1.317	10.502	10.10	9.7	47	2607.1	402.1	110.3	20.44	19.68
11	5ms-10in	NA	74.25	2.78	0.139	2.6403	0.411	5.053	6.10	5.7	46	1466.7	200.1	91.61	4.41	10.65
12	5ms-19in	NA	112.04	3.73	0.186	3.5397	0.391	5.721	5.86	7.6	64	2096.3	200.2	138.97	4.74	14.52
13	5ms-30in	NA	156.53	4.90	0.245	4.6537	0.384	5.726	5.88	10.0	84	3015.4	171.9	187.05	5.17	18.63
14	20ms-10in	NA	50.71	3.13	0.157	2.9753	10.116	20.184	11.04	~4.4	29	1330.7	198.1	30.71	19.84	9.62
15	20ms-19in	NA	92.47	4.21	0.210	3.9060	9.862	17.917	9.08	~4.6	47	1898.5	215.5	92.47	15.31	15.08
16	20ms-30in	NA	98.47	4.21	0.210	3.9069	9.663	17.917	9.08	~4.6	47	2844.0	187.4	98.47	15.31	14.96

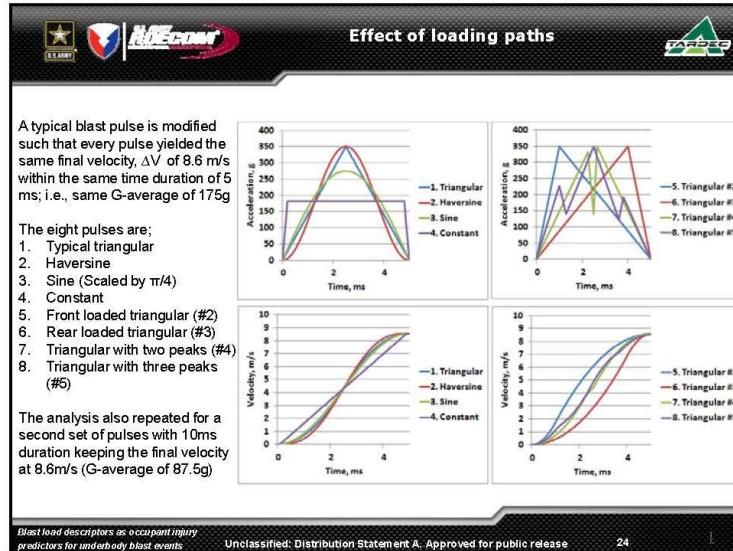
Peak Acc., g	ΔV , m/s	T, ms
Minimum	28	2.3
Maximum	238	6.9
Mean	111	4.2

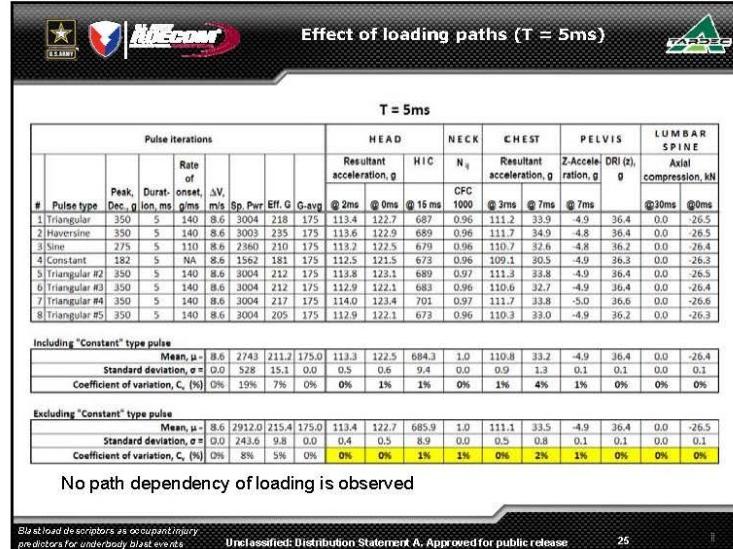
Blast load descriptors as occupant/injury predictors for underbody blast events Unclassified: Distribution Statement A, Approved for public release 19



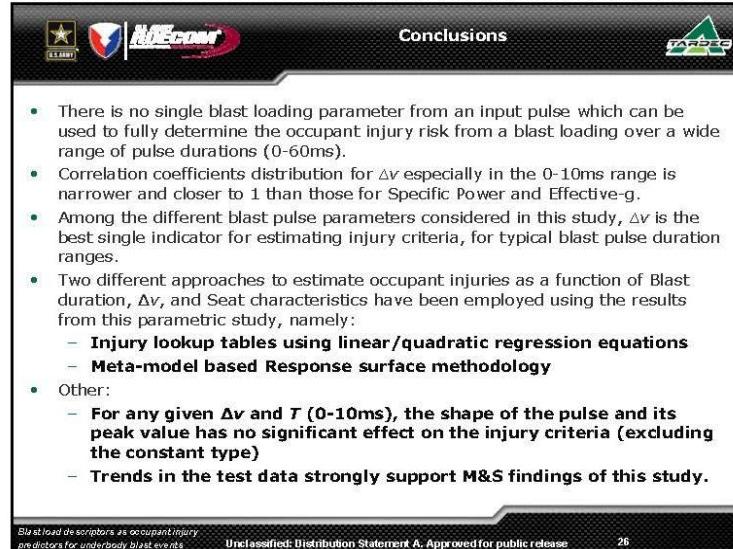
Blast load descriptors as occupant/injury predictors for underbody blast events Unclassified: Distribution Statement A, Approved for public release 20







Blast load descriptors as occupant injury predictors for underbody blast events Unclassified: Distribution Statement A, Approved for public release 25



Blast load descriptors as occupant injury predictors for underbody blast events Unclassified: Distribution Statement A, Approved for public release 26

The slide features a dark header bar with the U.S. Army logo, the Life Cycle Command (LCC) logo, and the ARL/SLAD logo. The main content area contains a disclaimer text. At the bottom, there is a footer bar with small text and the number 27.

Reference herein to any specific commercial company, product, process, or service by trade name, trademark, manufacturer, or otherwise does not necessarily constitute or imply its endorsement, recommendation, or favoring by the United States Government or the Dept. of the Army (DoA). The opinions of the authors expressed herein do not necessarily state or reflect those of the United States Government or the DoD, and shall not be used for advertising or product endorsement purposes.

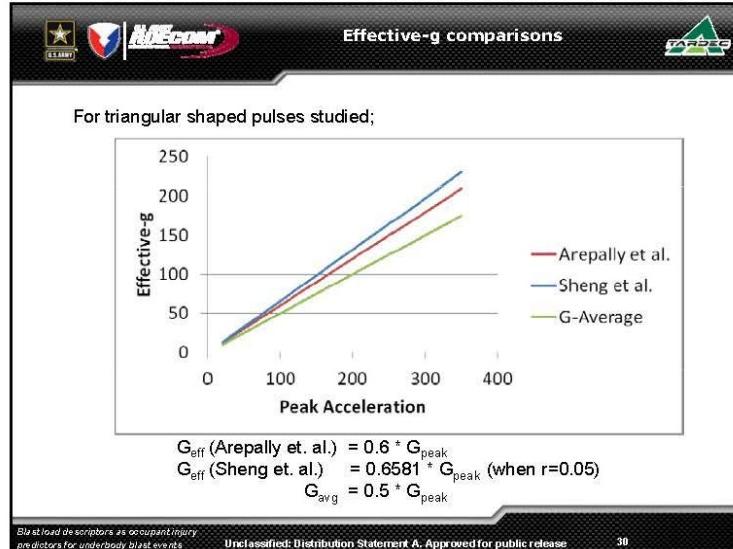
Blast load descriptors as occupant/injury predictors for underbody blast events Unclassified: Distribution Statement A, Approved for public release 27

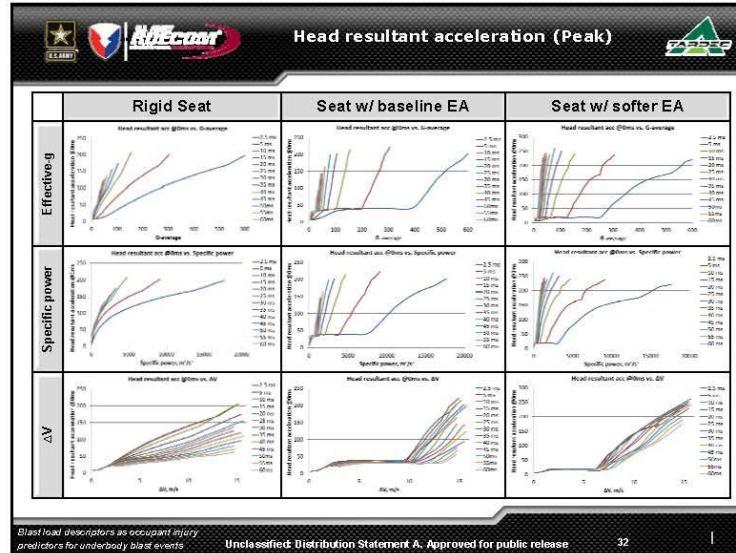
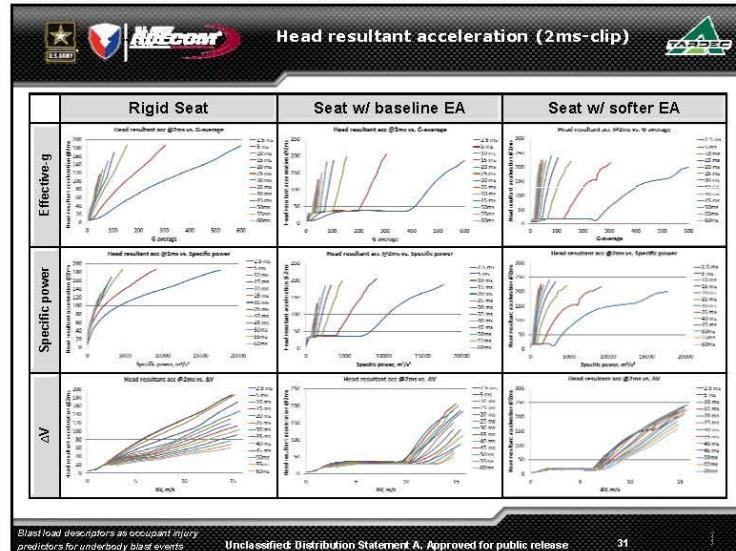
The slide features a dark header bar with the U.S. Army logo, the Life Cycle Command (LCC) logo, and the ARL/SLAD logo. The main content area contains two paragraphs of text expressing acknowledgments. At the bottom, there is a footer bar with small text and the number 28.

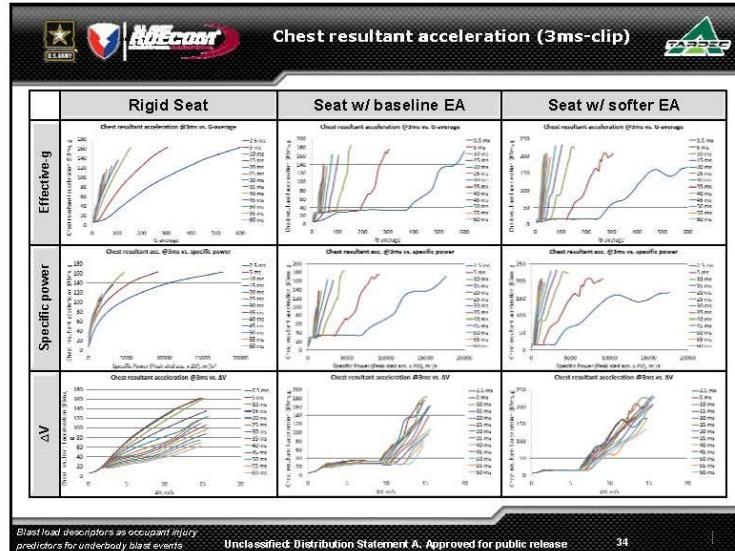
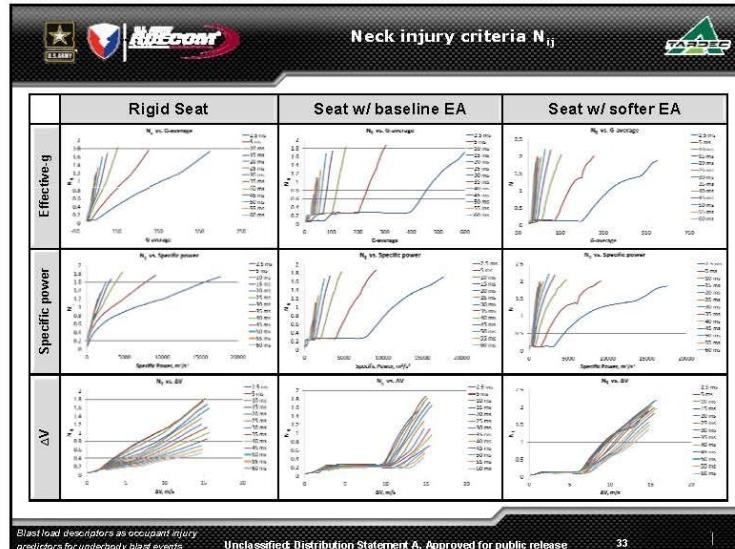
The authors would like to thank the Underbody Blast Modeling/Methodology (UBM) program managed by ARL/SLAD and ATEC, for the provided funding which made this project possible. This material is based on R&D work supported by the U.S. Army TACOM Life Cycle Command under Contract No. W56HZV-08-C-0236, through a subcontract with Mississippi State University (MSU), and was performed for the Simulation Based Reliability and Safety (SimBRS) research program. Any opinions, finding and conclusions or recommendations in this paper are those of the author(s) and do not necessarily reflect the views of the U.S. Army TACOM Life Cycle Command.

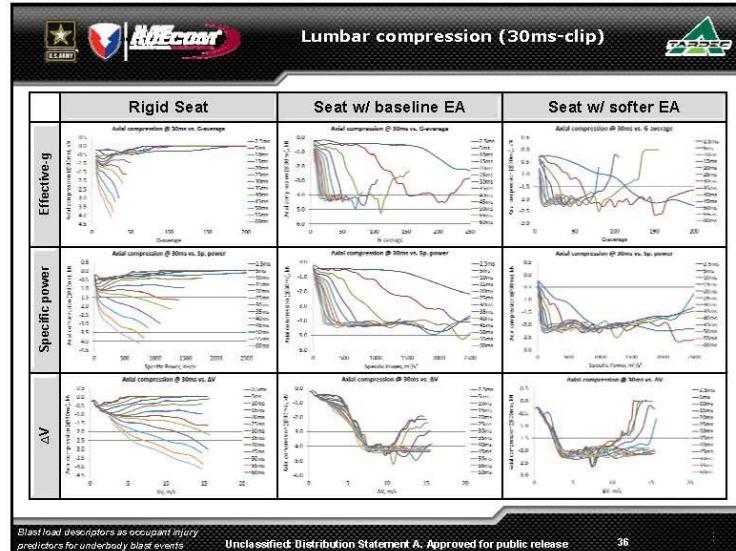
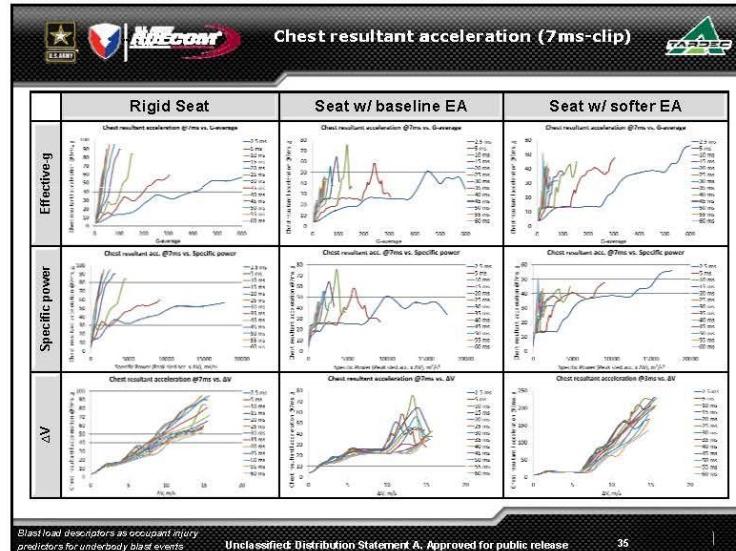
The authors are also most grateful to Mr. Sudhakar Arepally for his reviews of this work, and for patiently providing insight to his earlier research on Effective-G [13], which served as the precursor for this project.

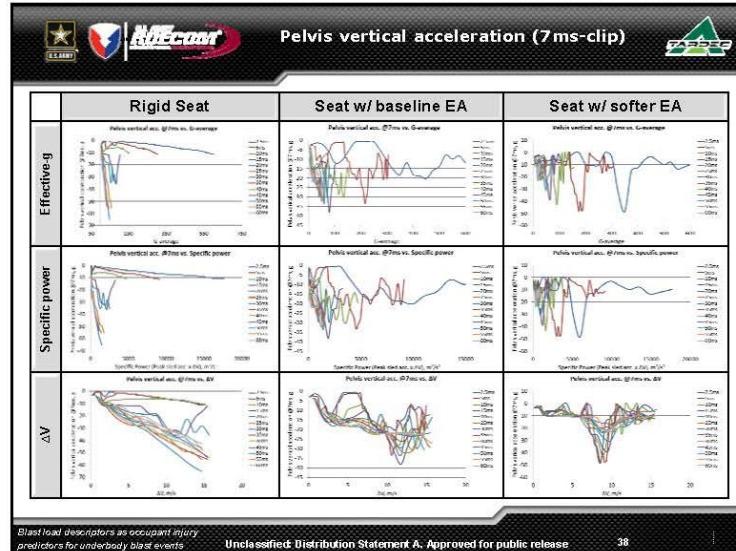
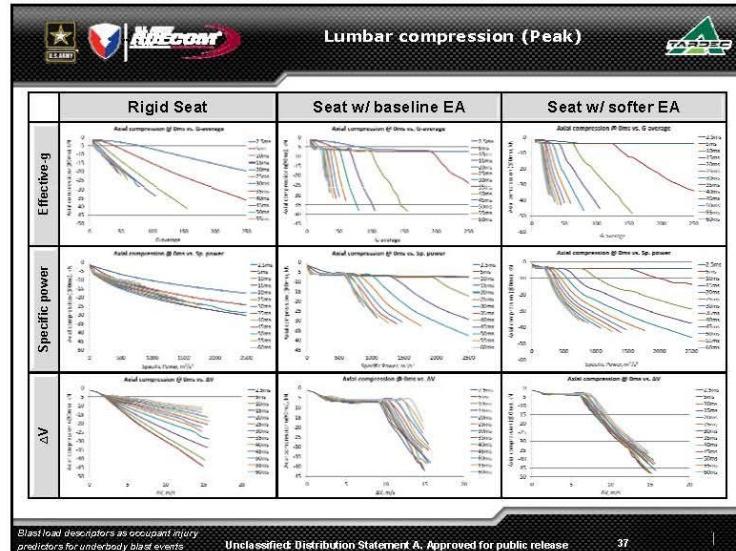
Blast load descriptors as occupant/injury predictors for underbody blast events Unclassified: Distribution Statement A, Approved for public release 28

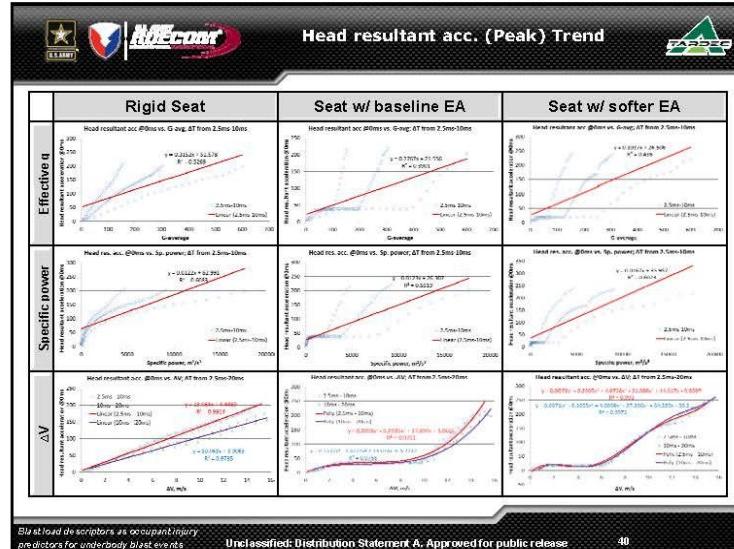
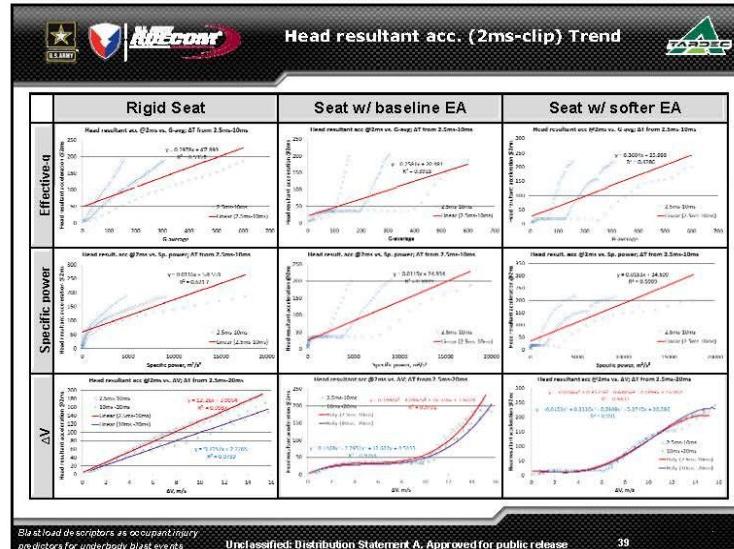


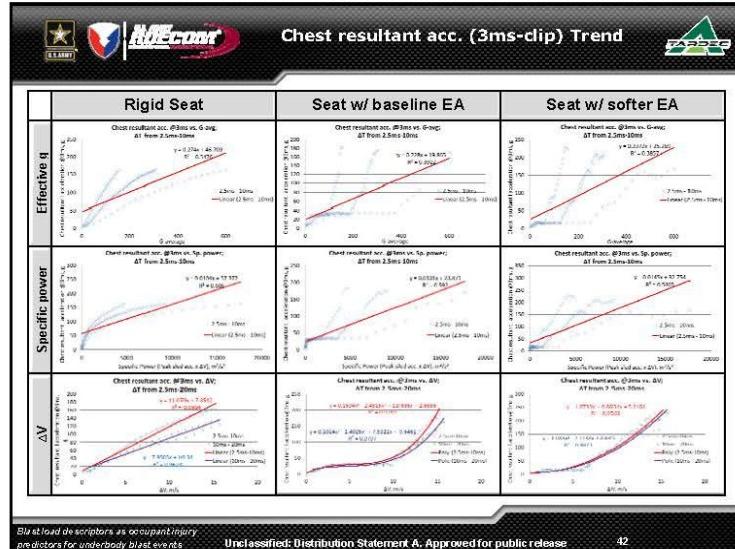
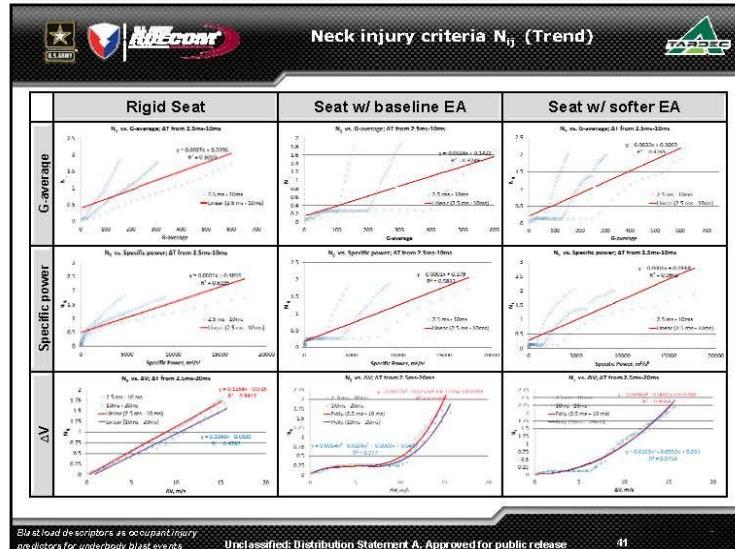


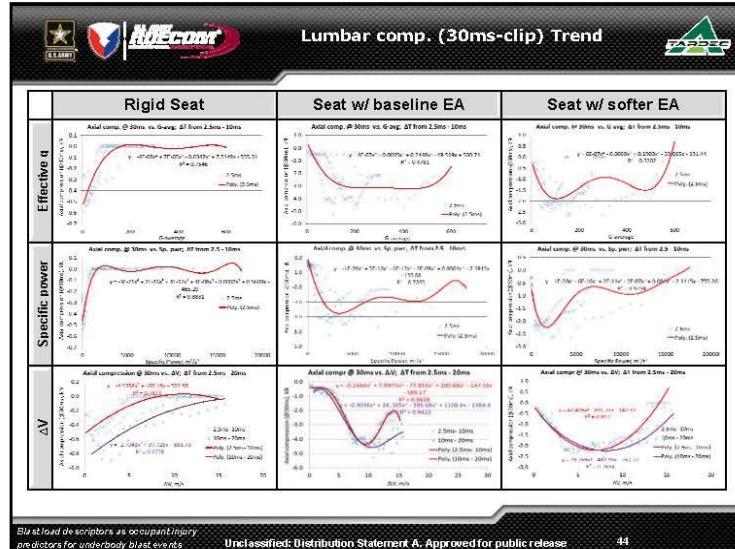
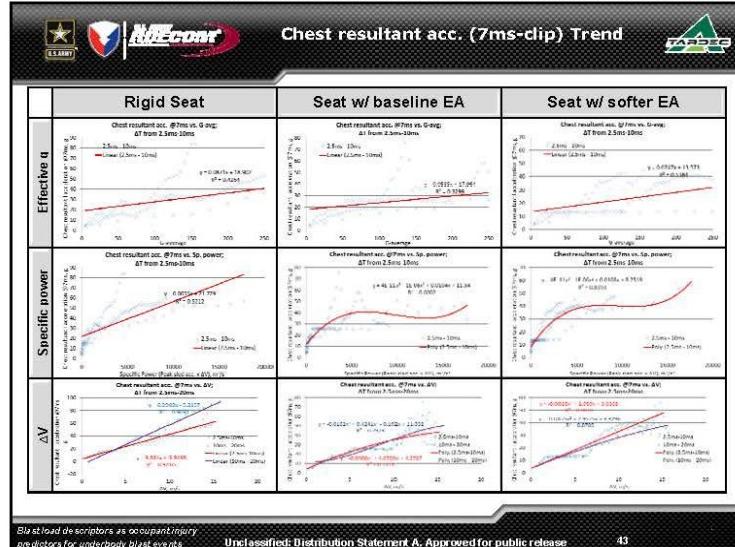


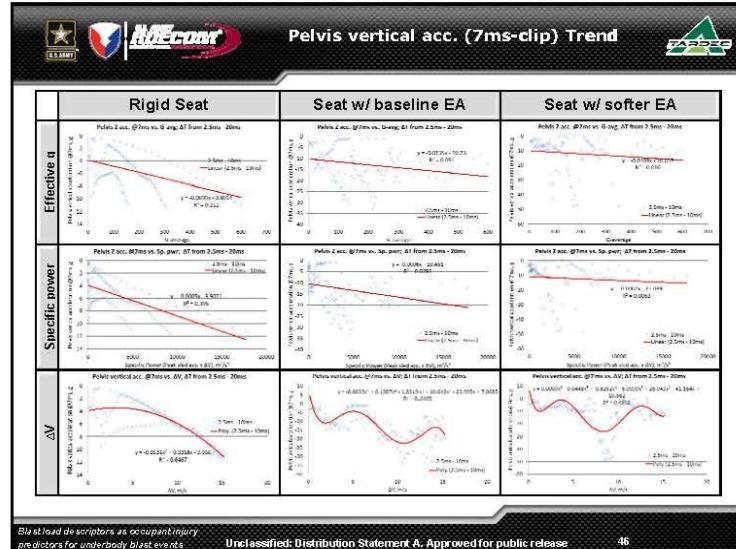
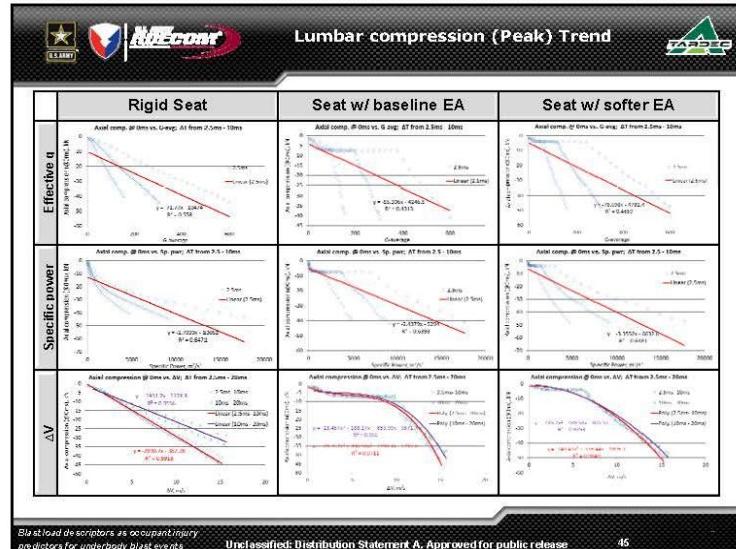


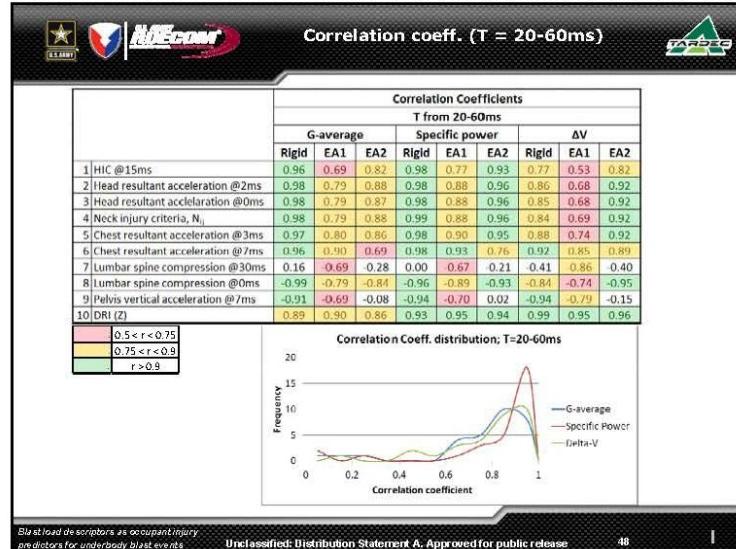
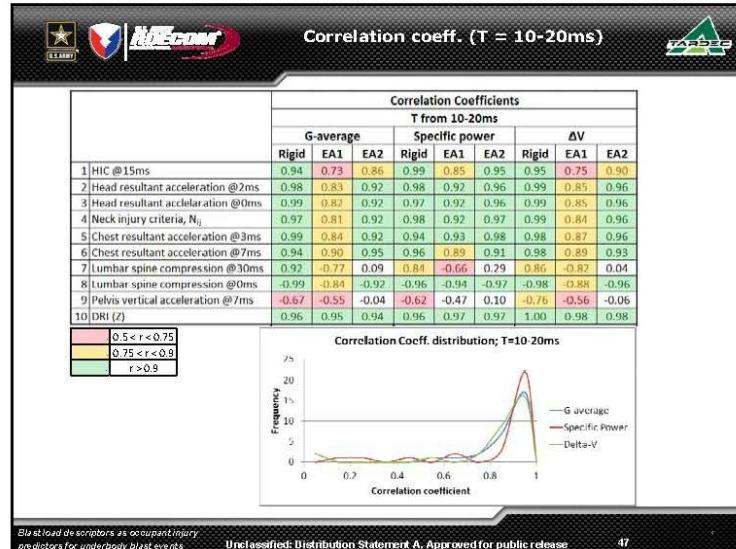


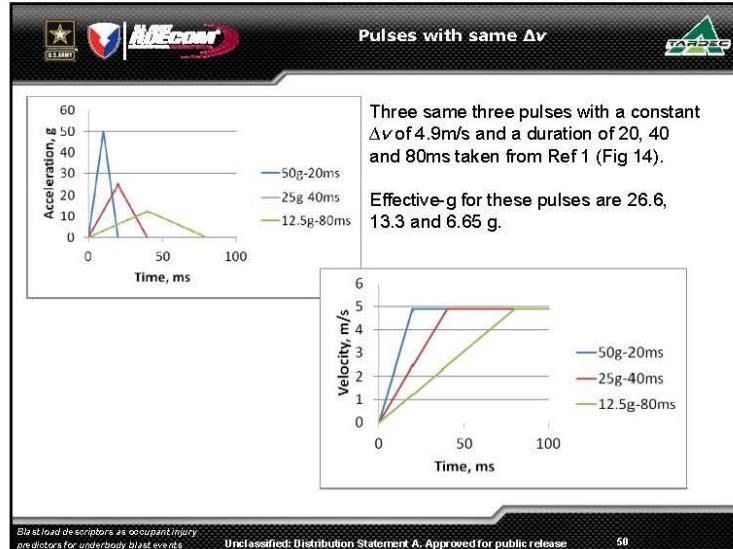
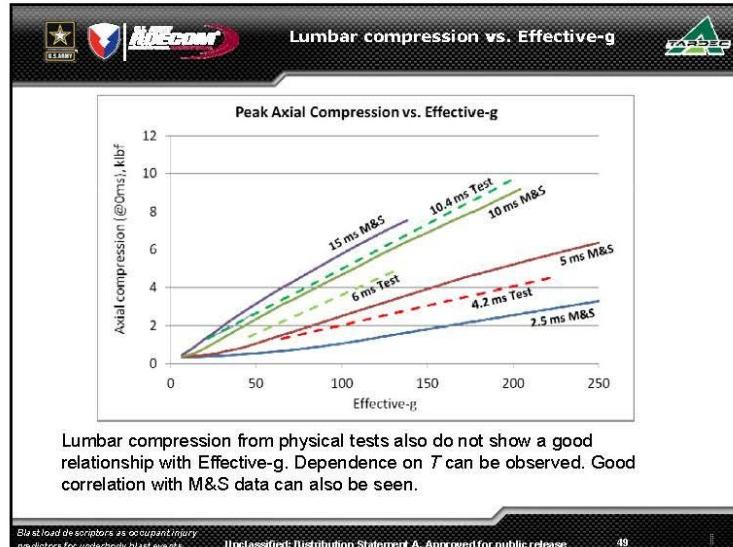


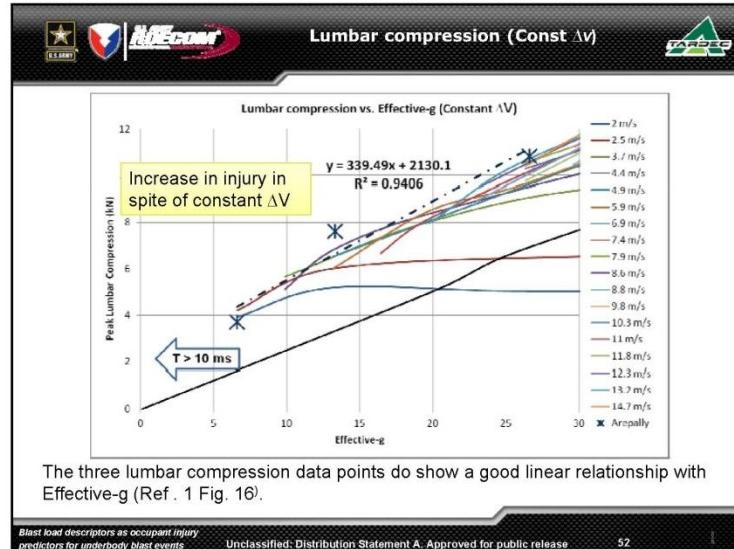
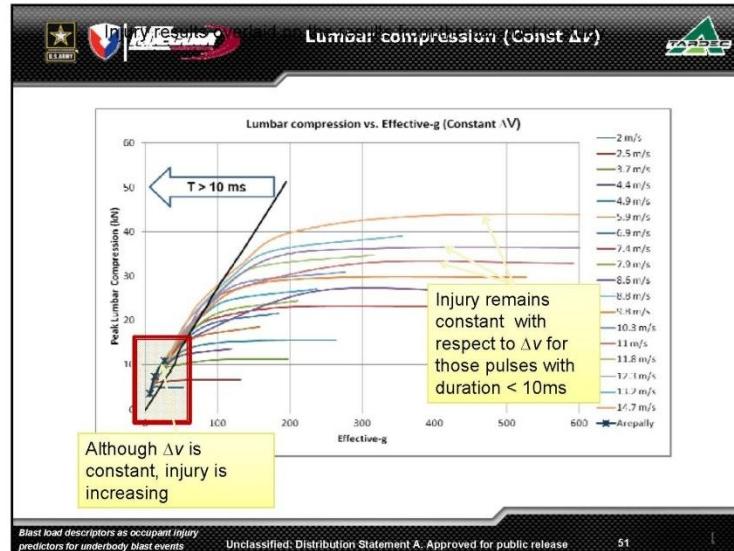


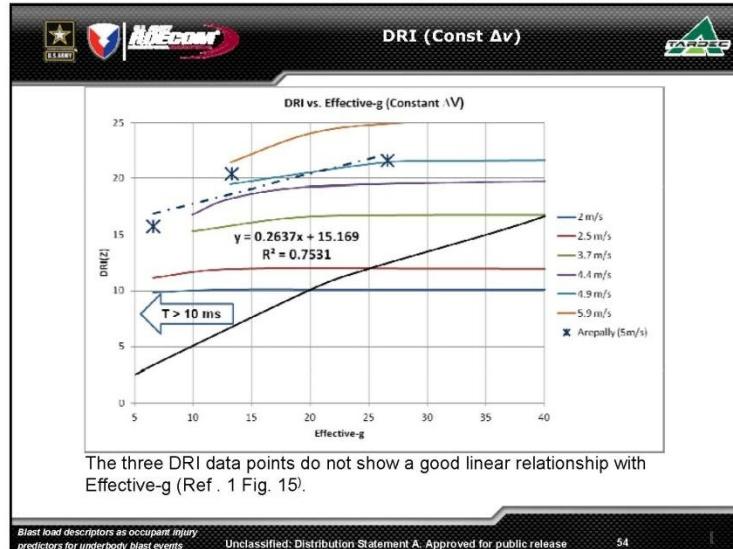
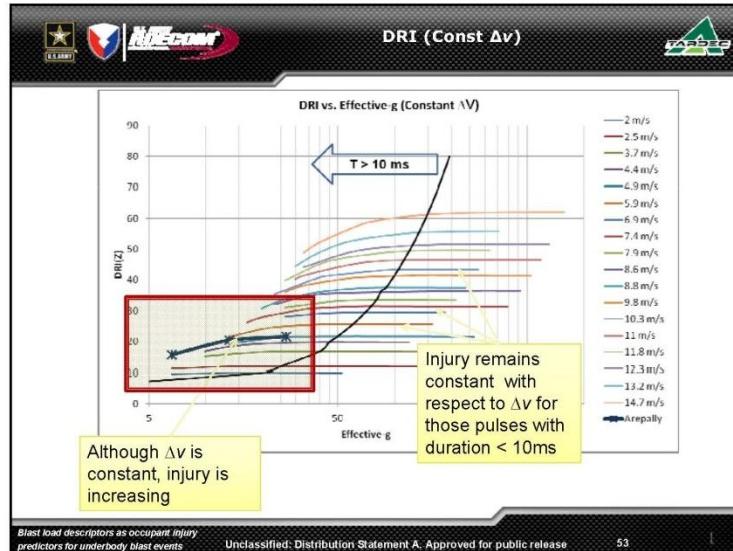


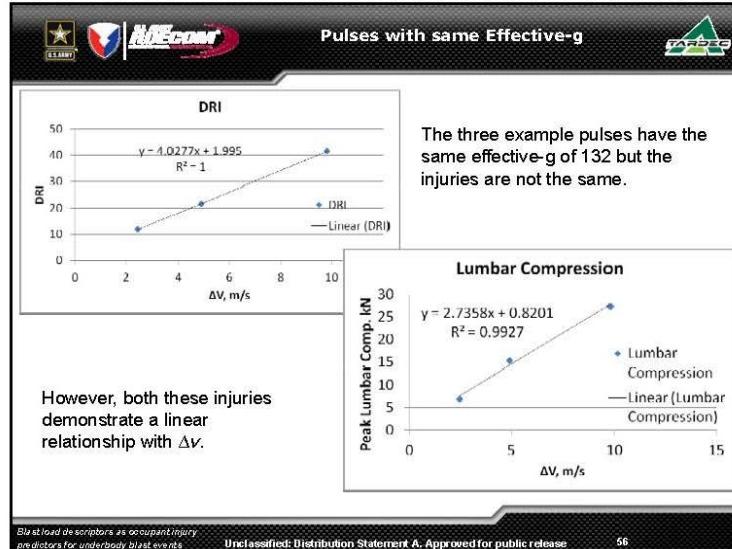
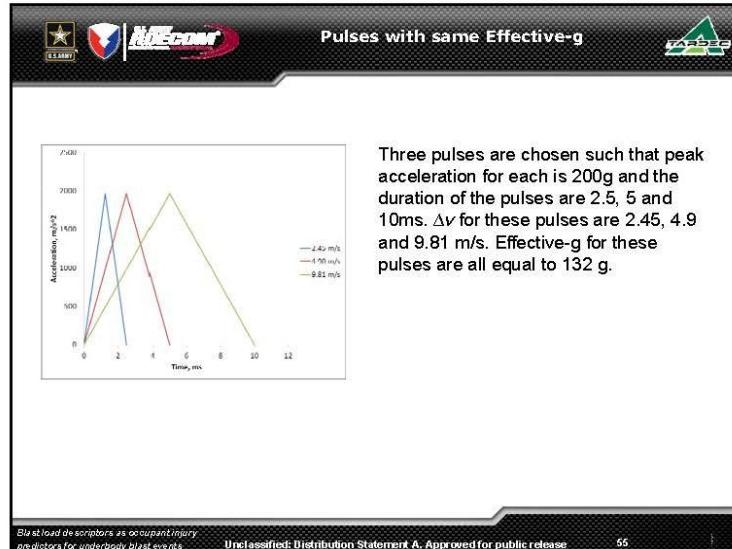


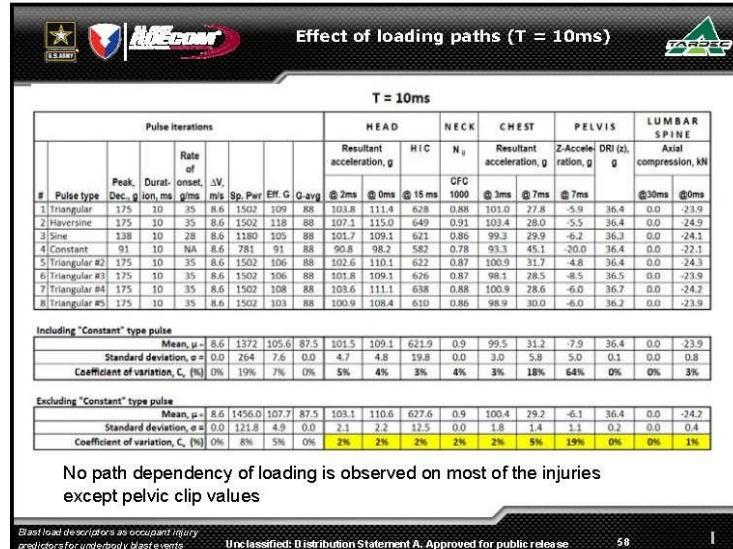
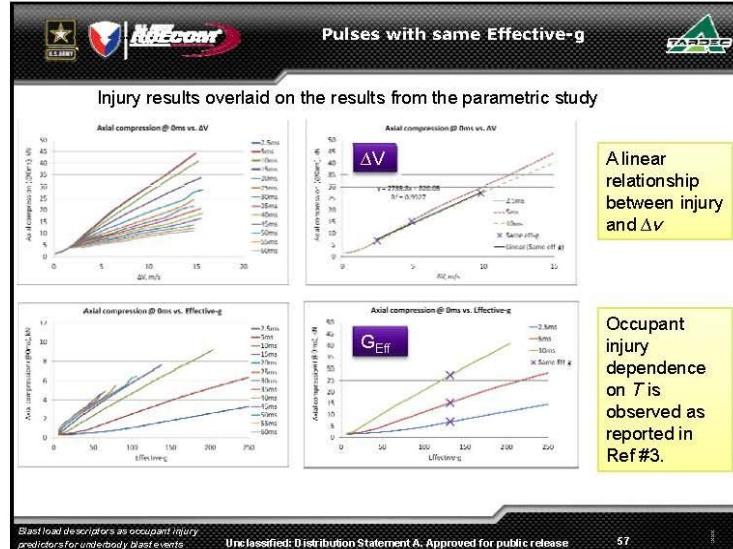


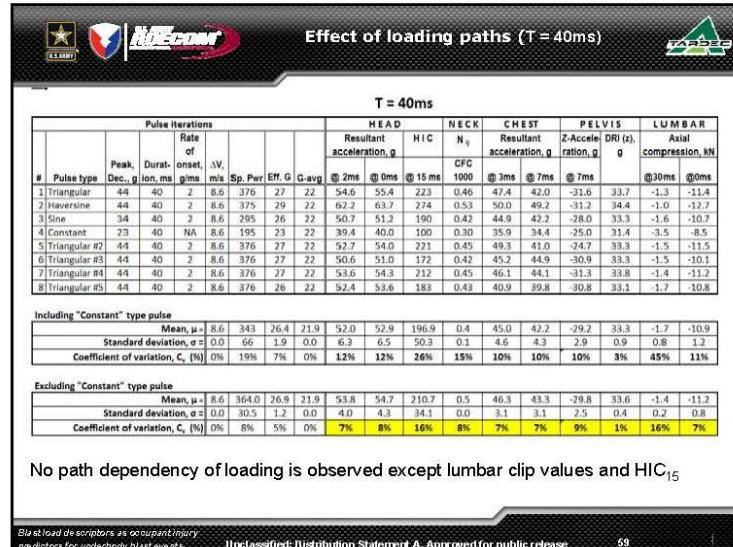




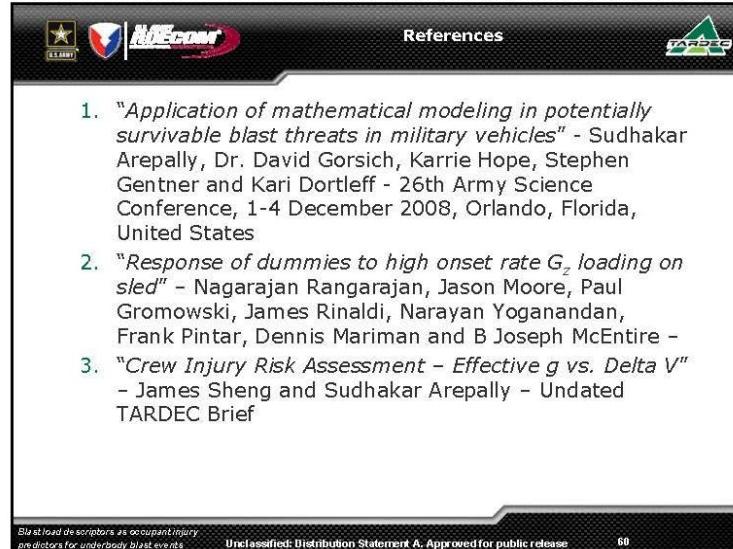








Blast load descriptors as occupant/injury predictors for underbody blast events Unclassified: Distribution Statement A, Approved for public release 59



Blast load descriptors as occupant/injury predictors for underbody blast events Unclassified: Distribution Statement A, Approved for public release 60

Neck Response of a Finite Element Human Body Model During a Simulated Rotary-Wing Aircraft Impact

**Nicholas A. White, Kerry Danelson,
F. Scott Gayzik, Joel D. Stitzel**

ARL Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading

January 9, 2014



Center for Injury Biomechanics

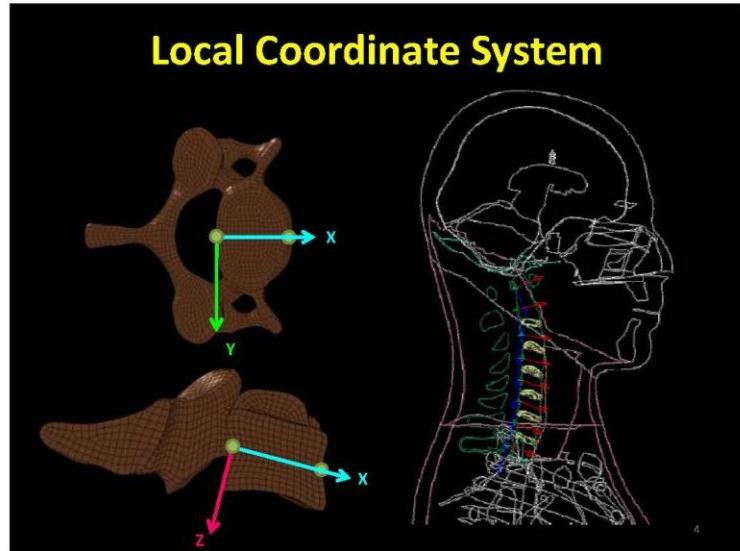
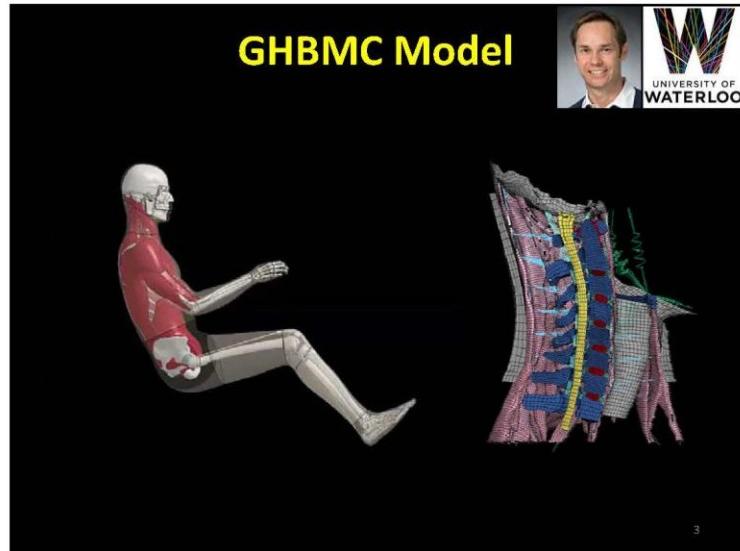
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School of Medicine

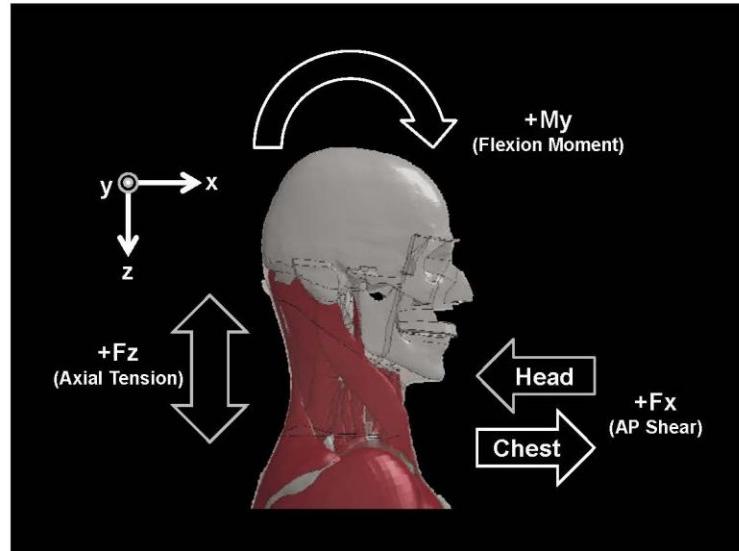
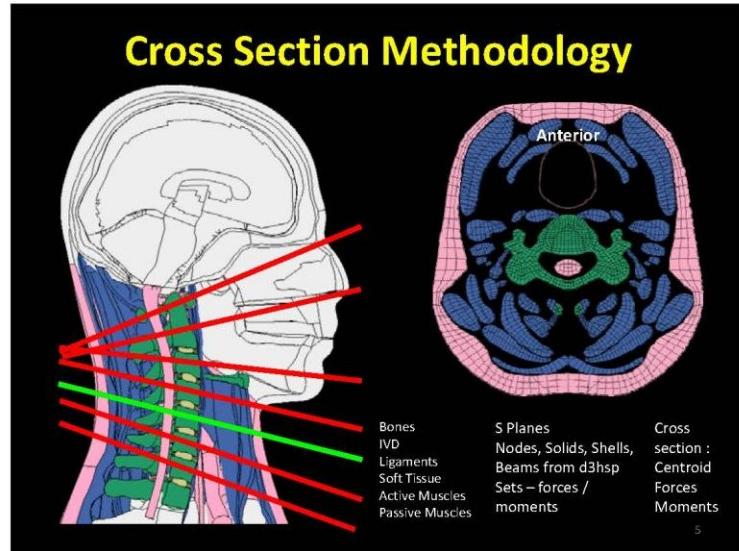
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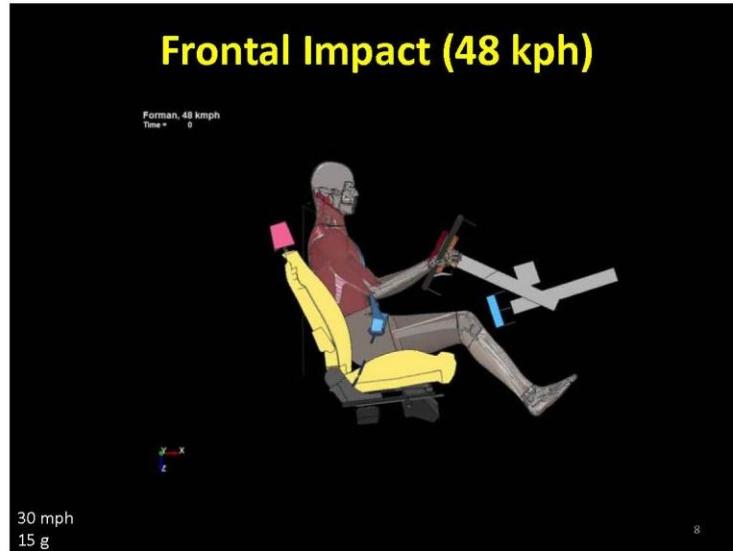
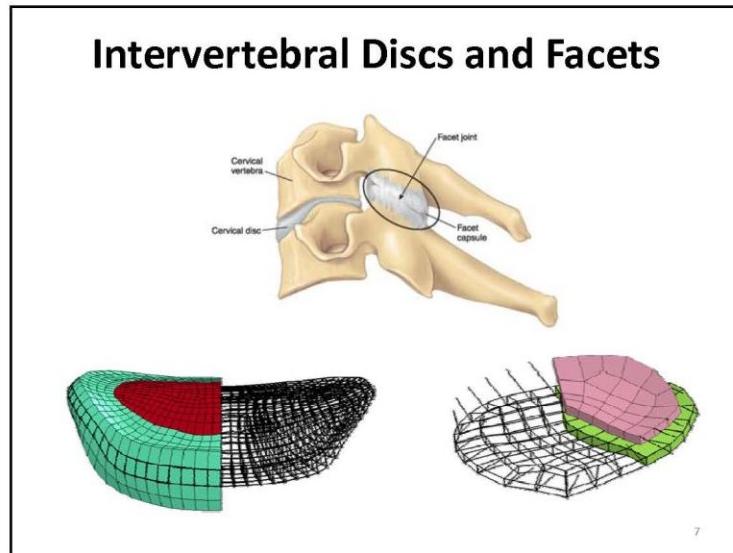
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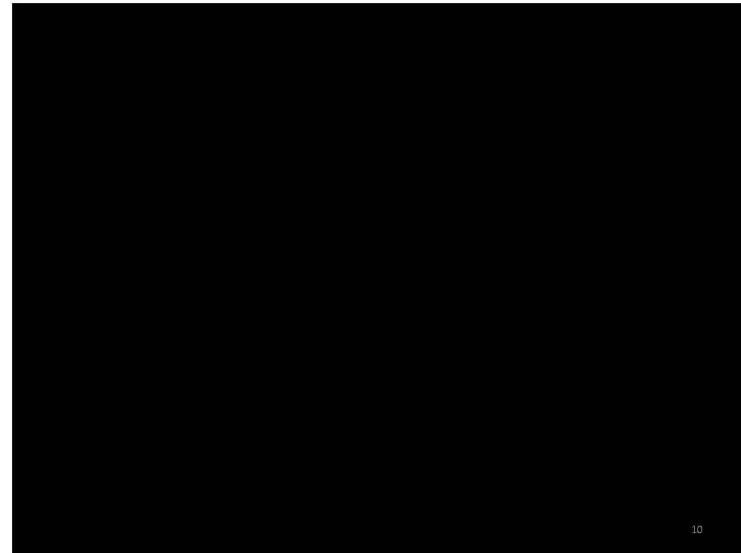
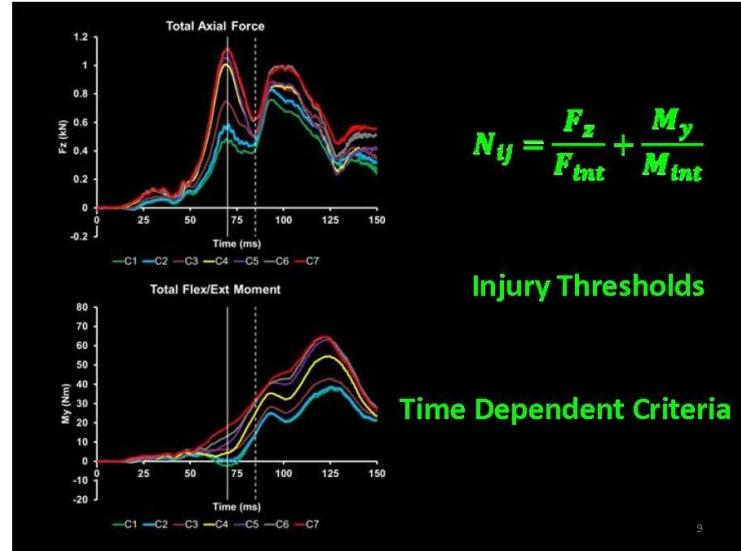
How can we study neck response during a dynamic impact???

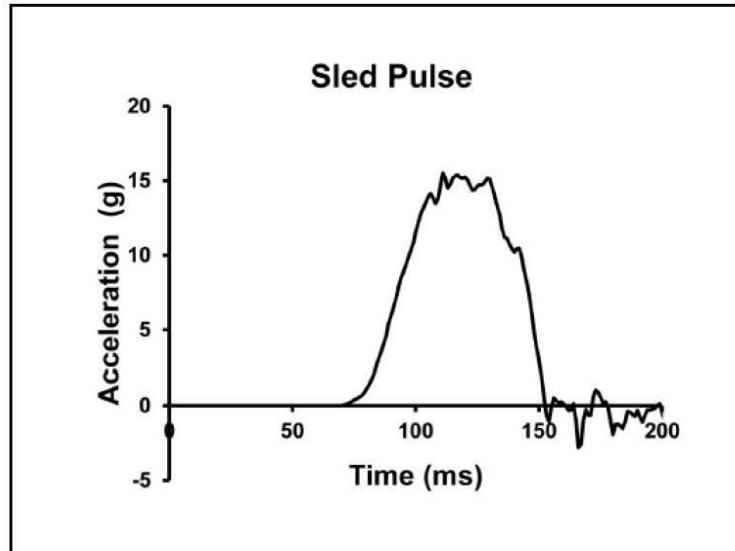
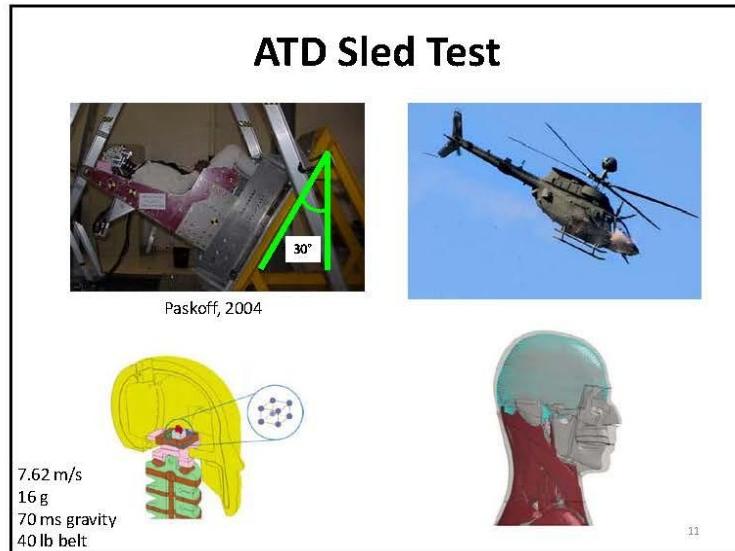
ATD 	Cadaver  Forman, 2006
Pro: Load cells	Pro: Biofidelity
Cons: Biofidelity	Cons: No direct way to measure neck loads







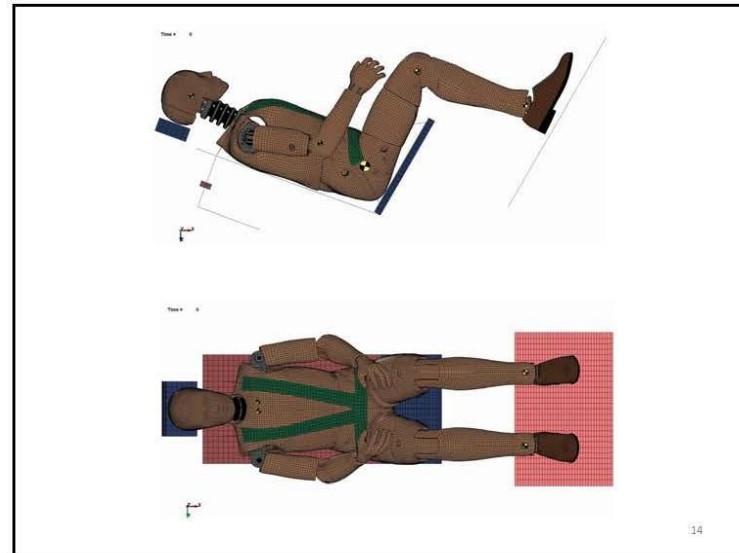


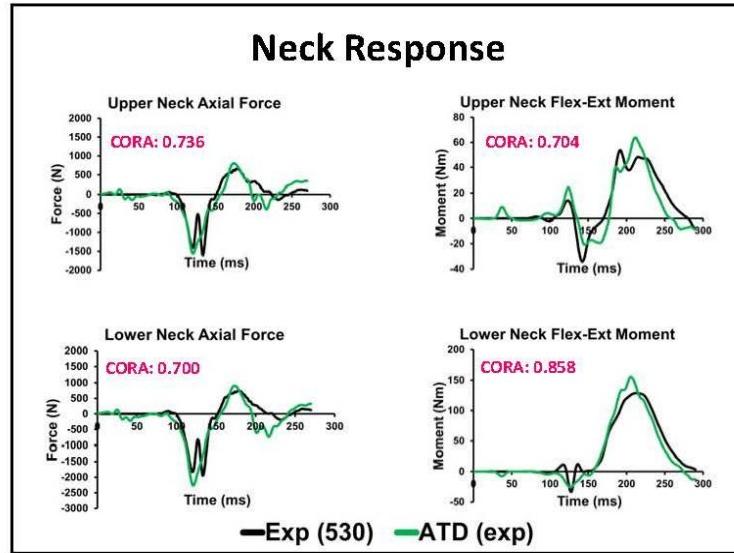
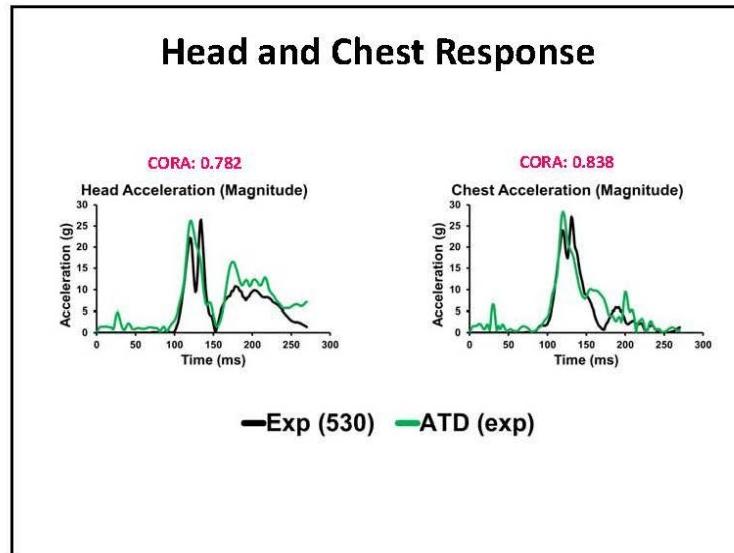


Quantitative Analysis

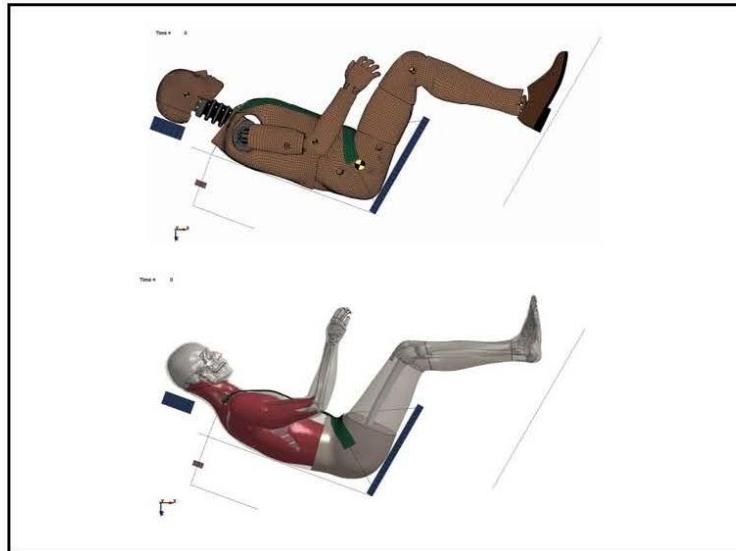
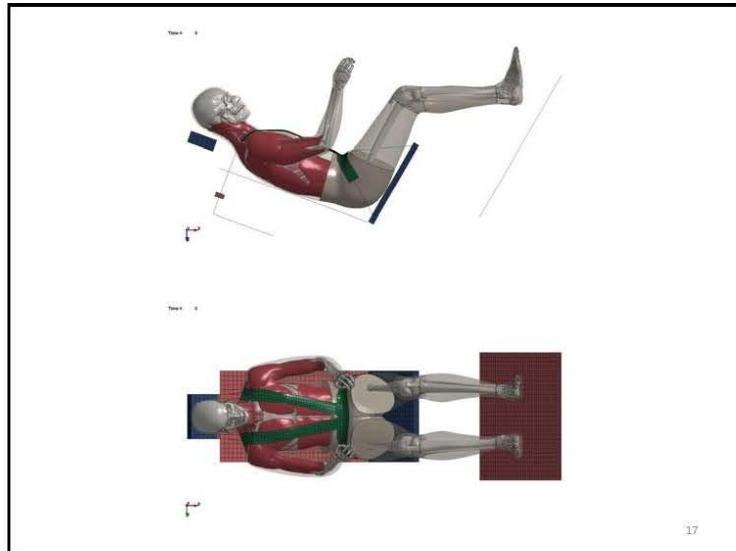
- CORA: CORrelation and Analysis
- Objective comparison between benchmark and simulation time histories
 - Corridor Rating (narrow/wide corridor)
 - Cross-correlation Rating (phase shift, size, shape)
- Rating
 - 0 (no correlation)
 - 1 (perfect correlation)

13

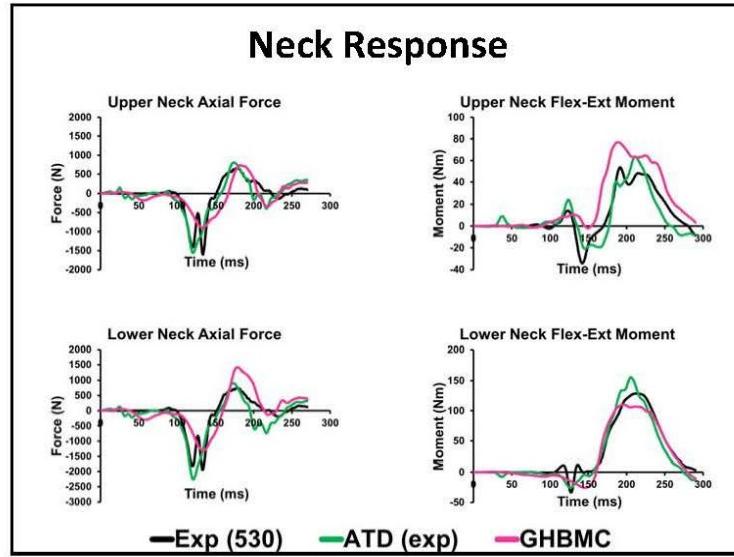
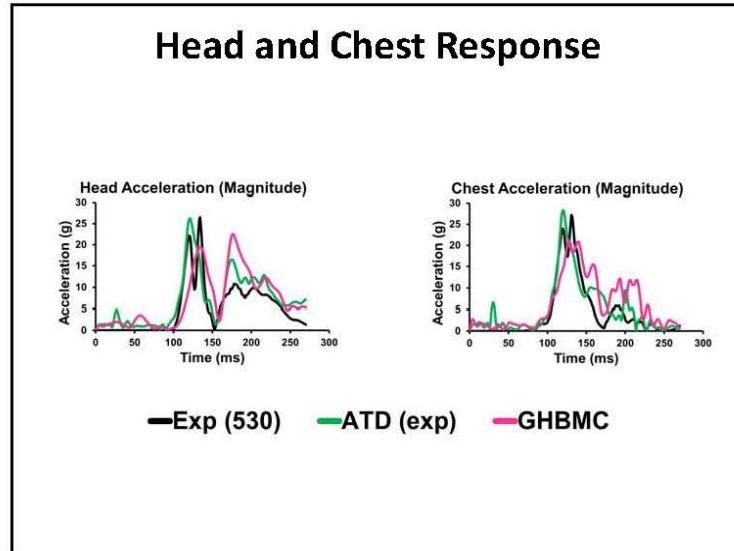




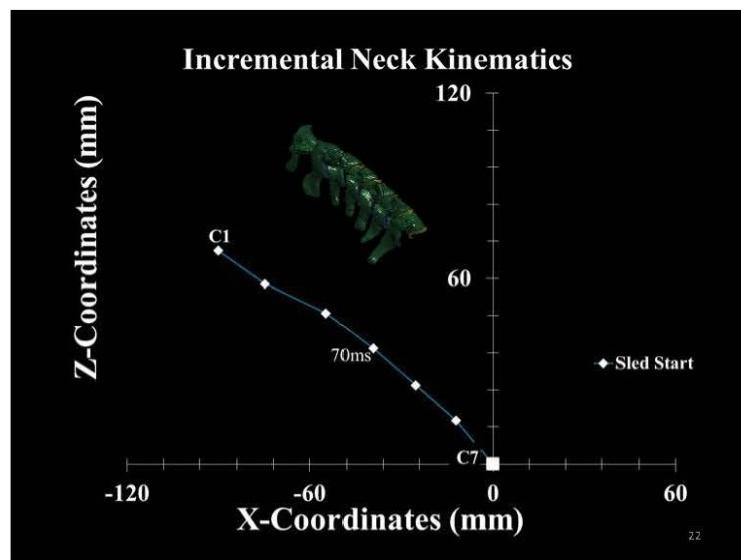
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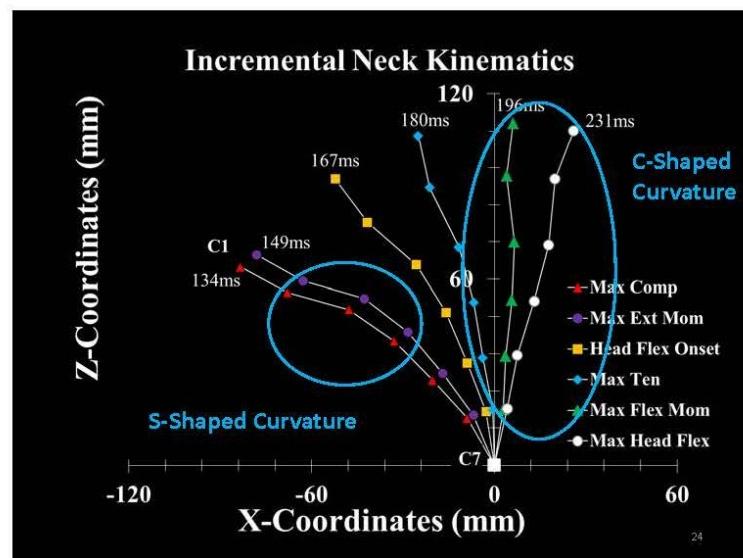
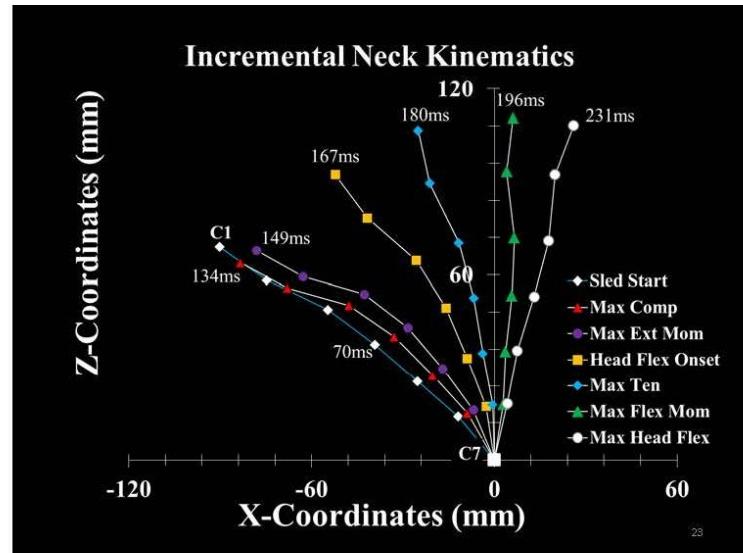
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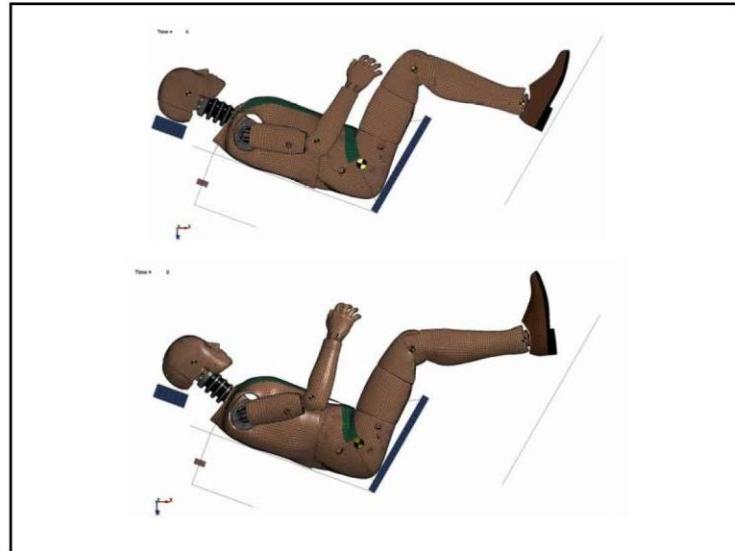
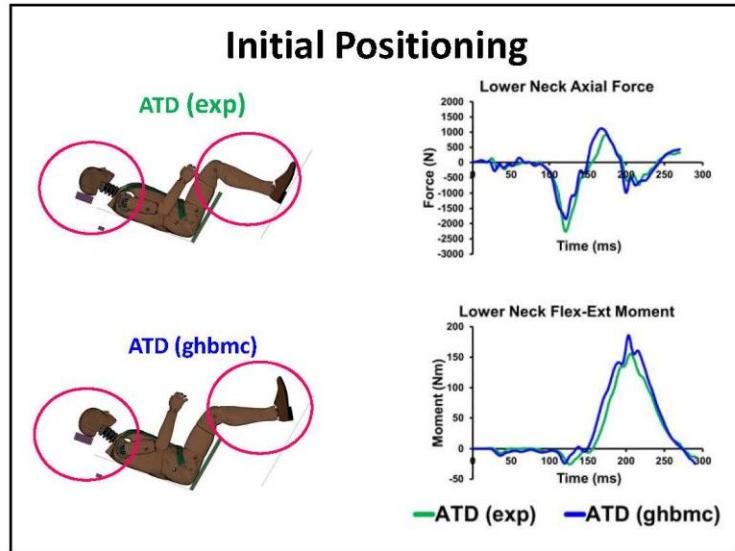


C405



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Future Work

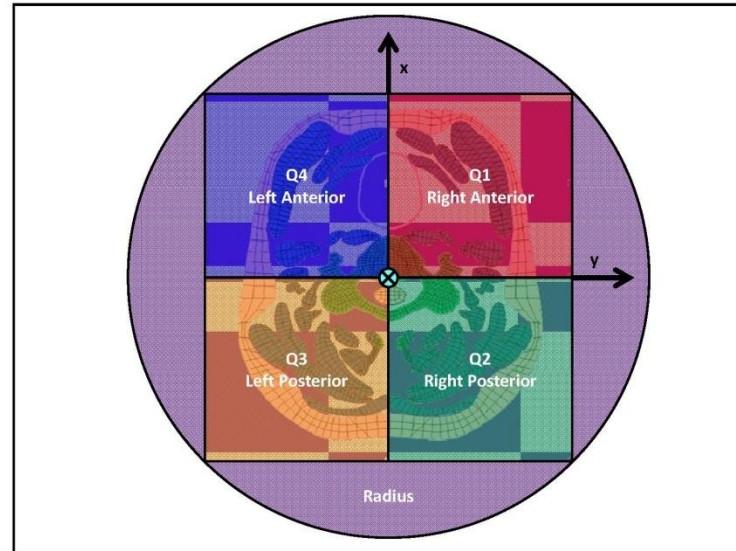
- Experimental Work
 - Dynamic testing of cadaver cervical spine with CTDRs
 - Full body cadaver tests, high-speed biplane x-ray
 - Pressure transducers, pressure mat system, accelerometers
- Computational Work
 - Effects of muscle activation
 - Loading of posterior ligaments
 - Different impact scenarios

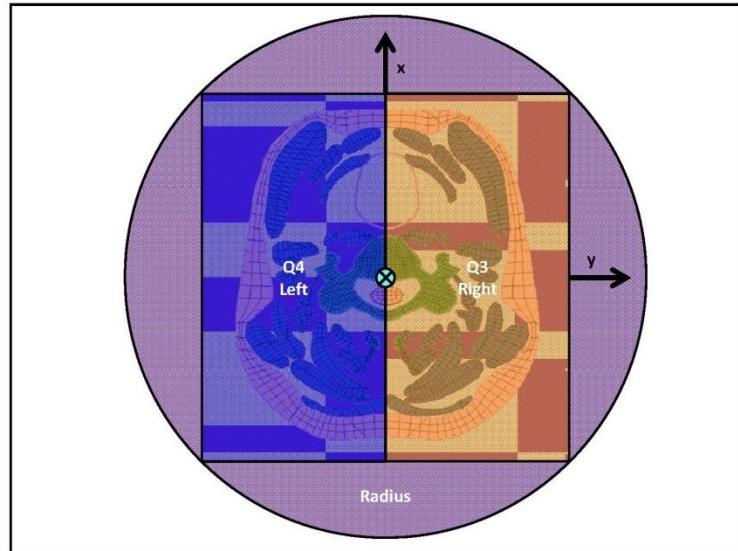
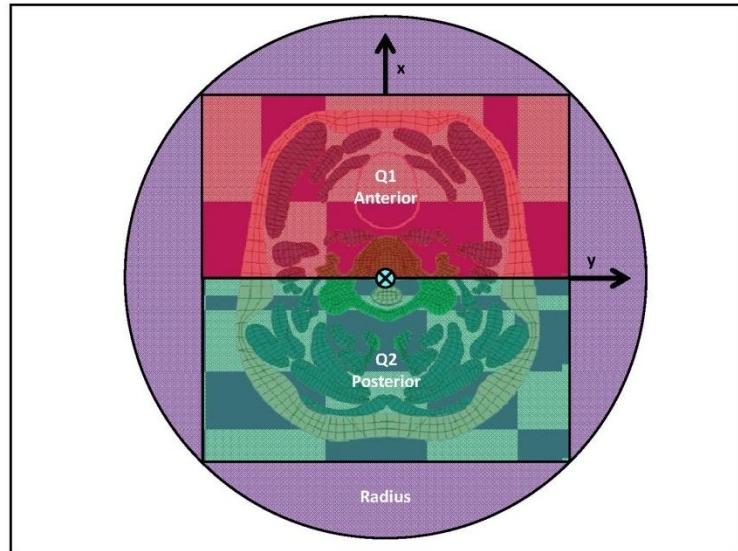
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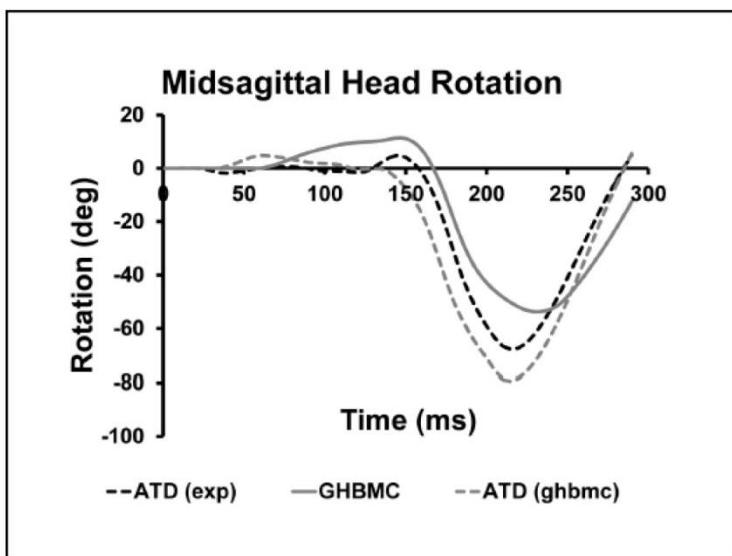
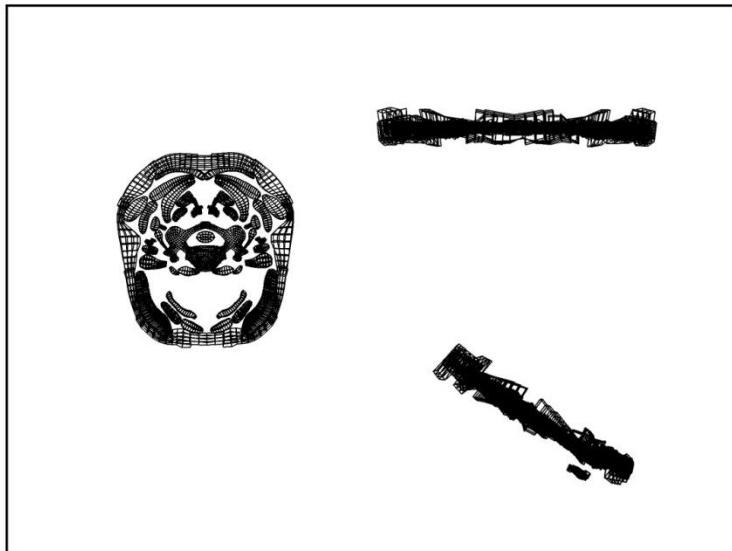
Publications

- Title: Cross-Section Neck Response of a Total Human Body FE Model during Simulated Frontal and Side Automobile Impacts
 - Journal: Computer Methods in Biomechanics and Biomedical Engineering (published)
- Title : Head and Neck Response of a Finite Element Anthropomorphic Test Device and Human Body Model during a Simulated Rotary-Wing Aircraft Impact
 - Journal: The Journal of Biomechanical Engineering (under review)

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Session 5, Presentation 5
1/9/2014

1/9/2014

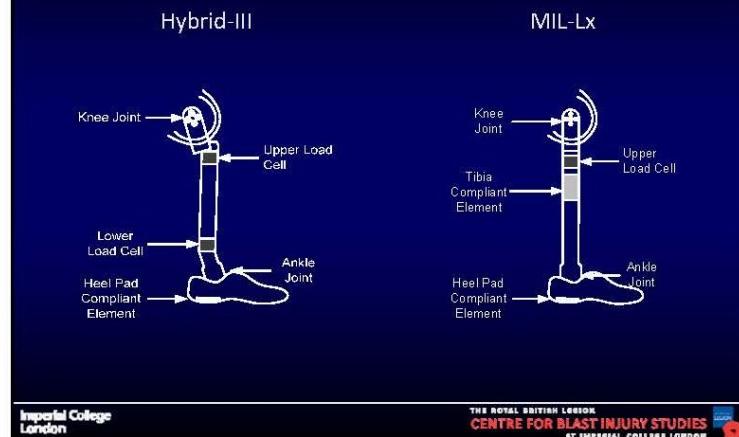
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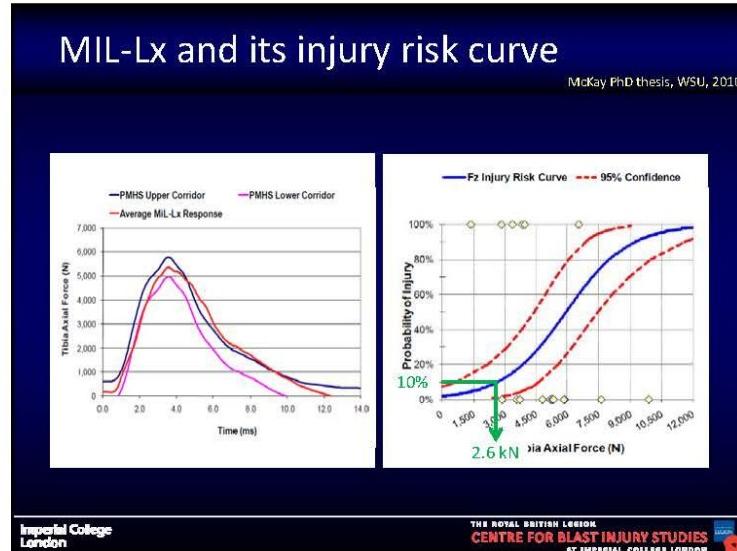
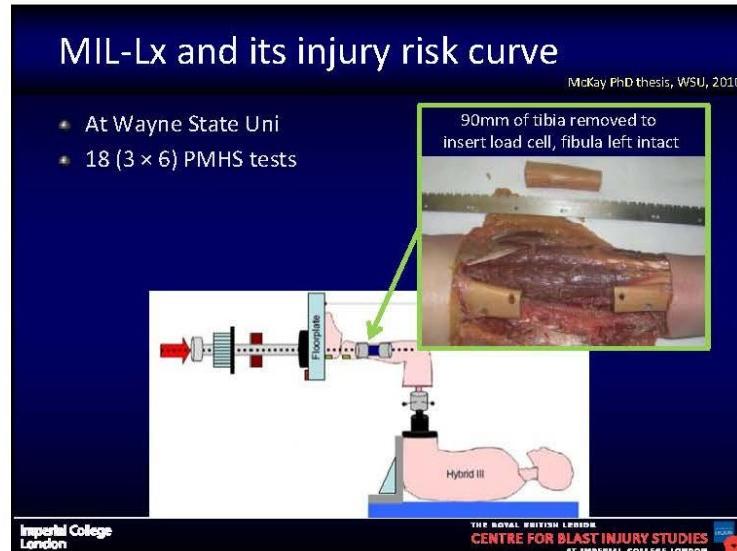
Imperial College London

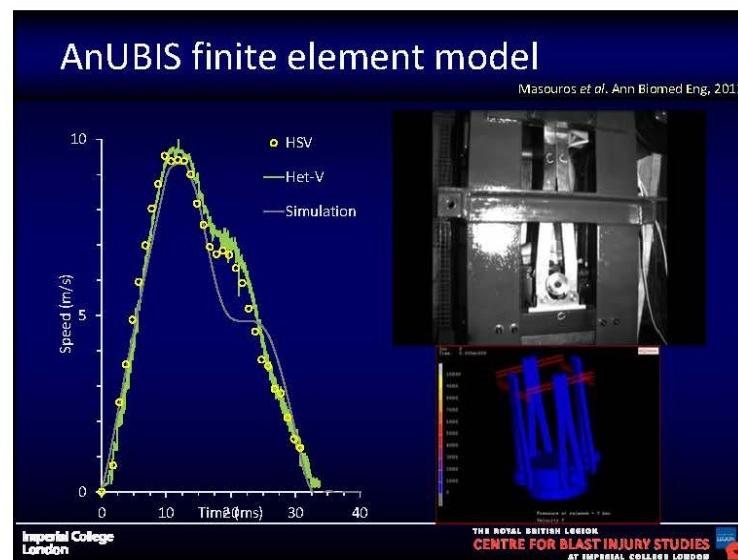
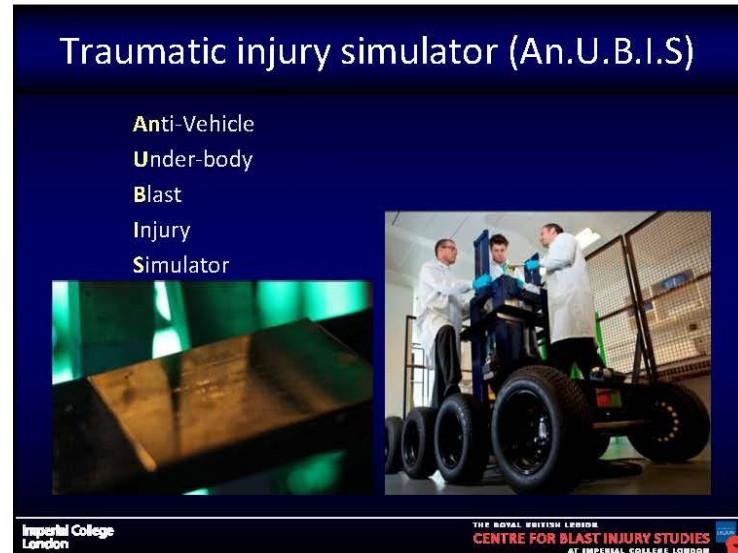
THE ROYAL BRITISH LEGION
CENTRE FOR BLAST INJURY STUDIES
AT IMPERIAL COLLEGE LONDON

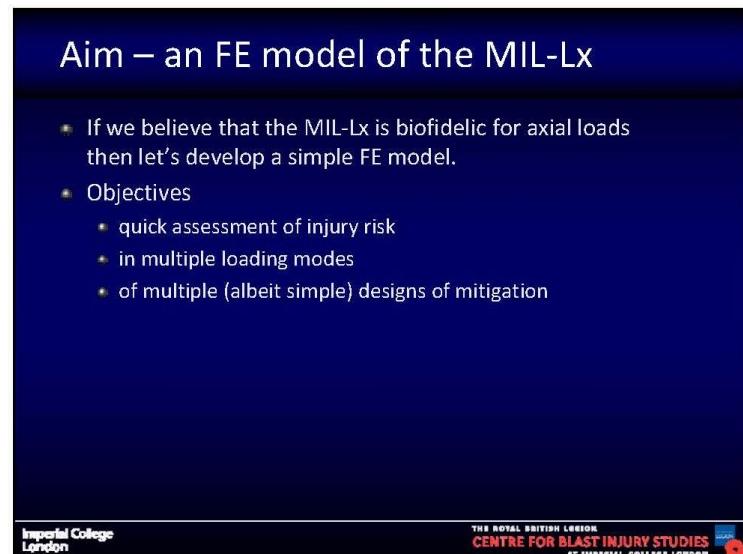
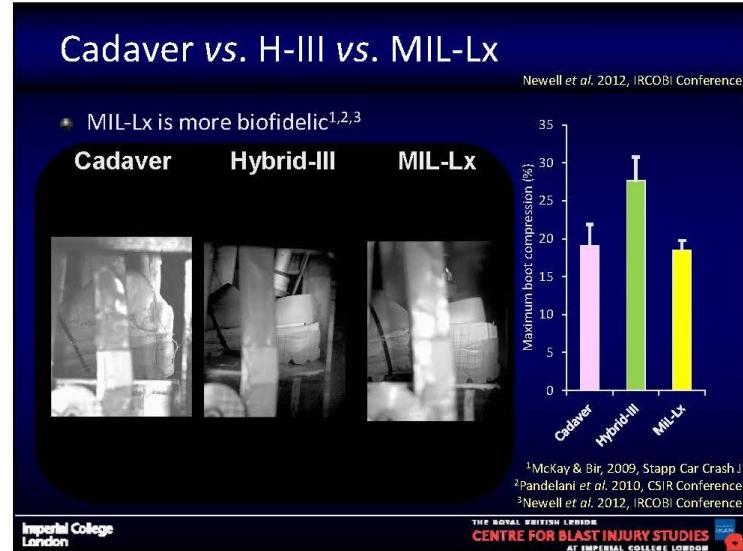
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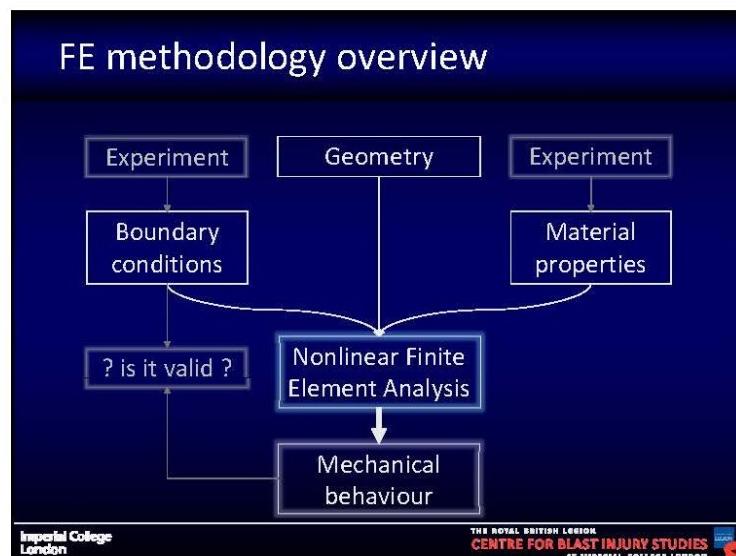
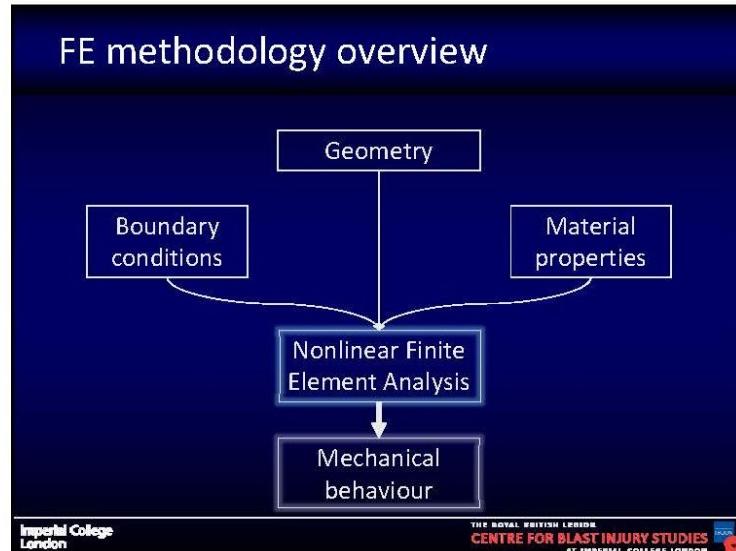
Introduction - ATDs

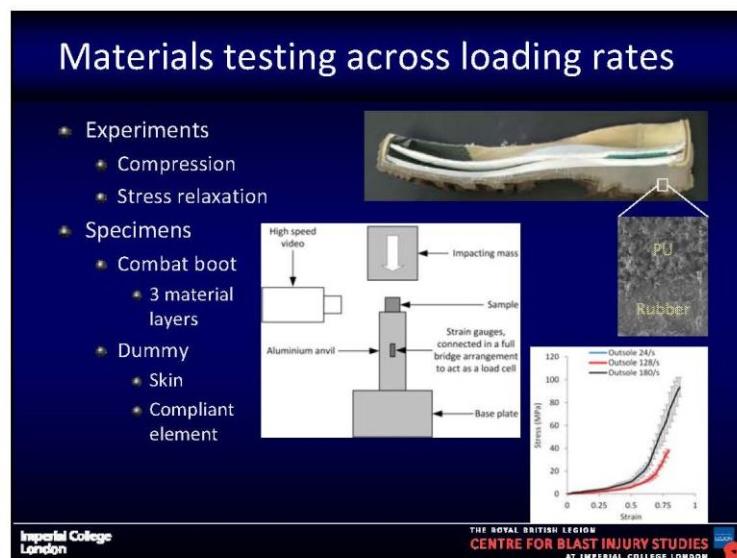


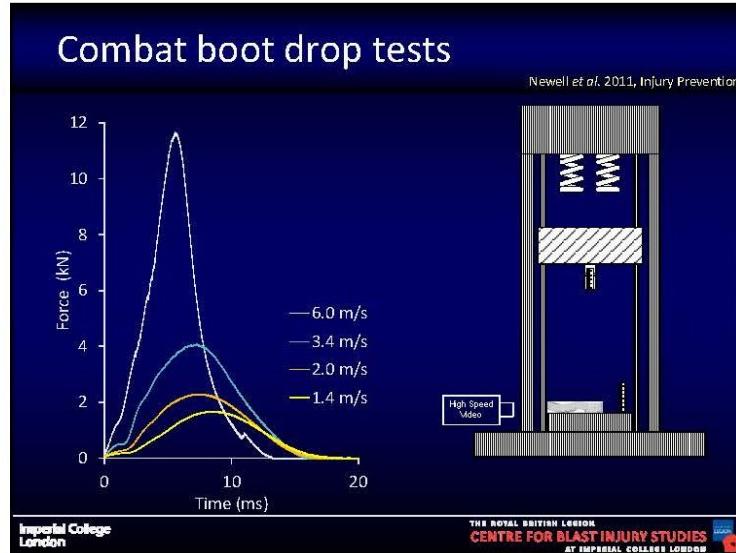
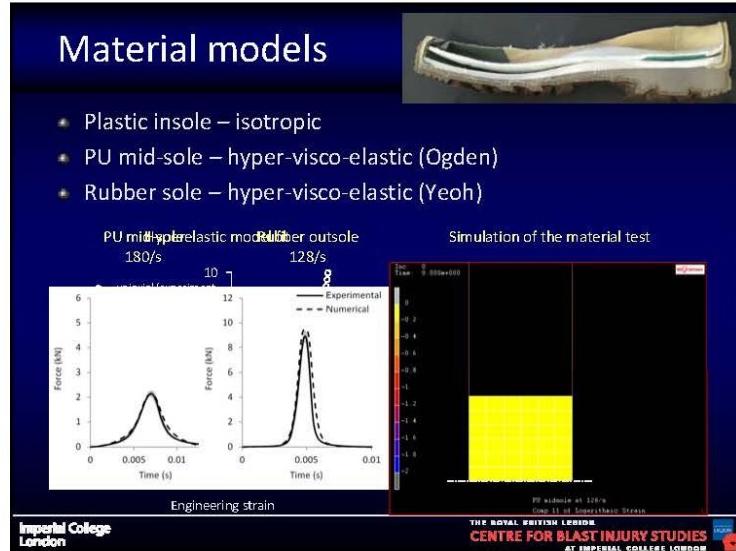


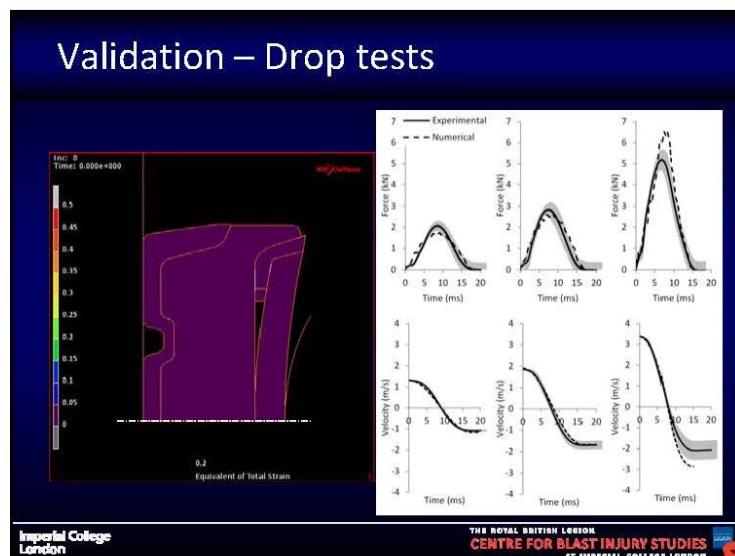
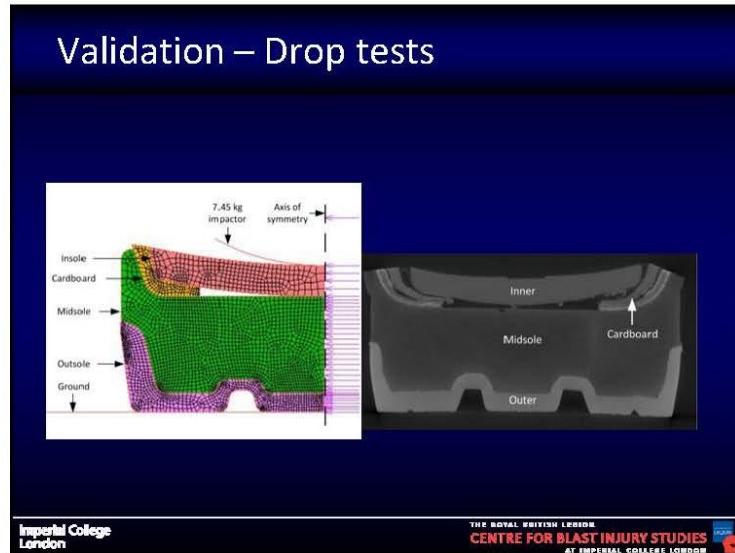


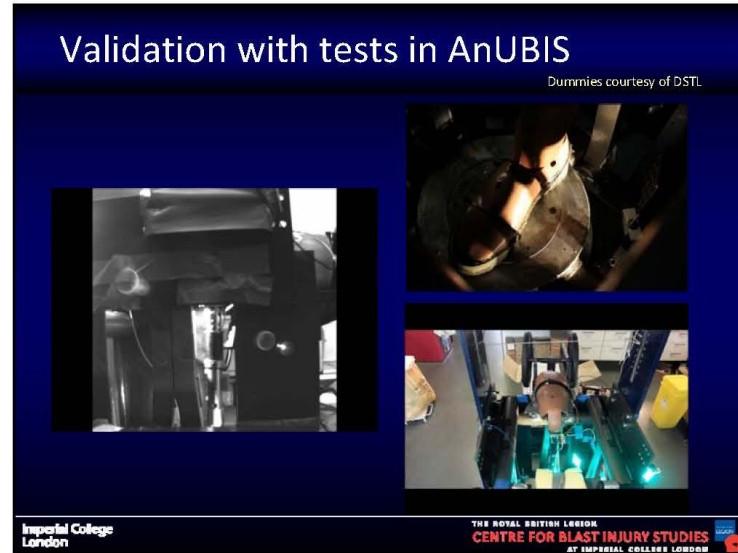


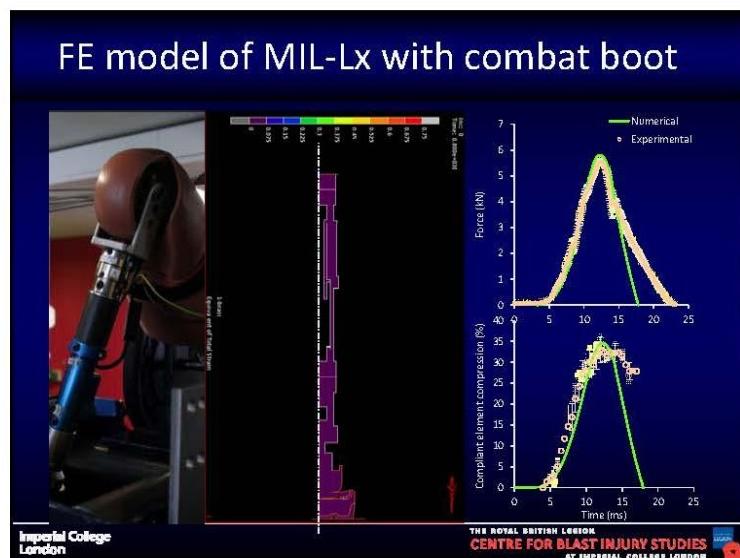
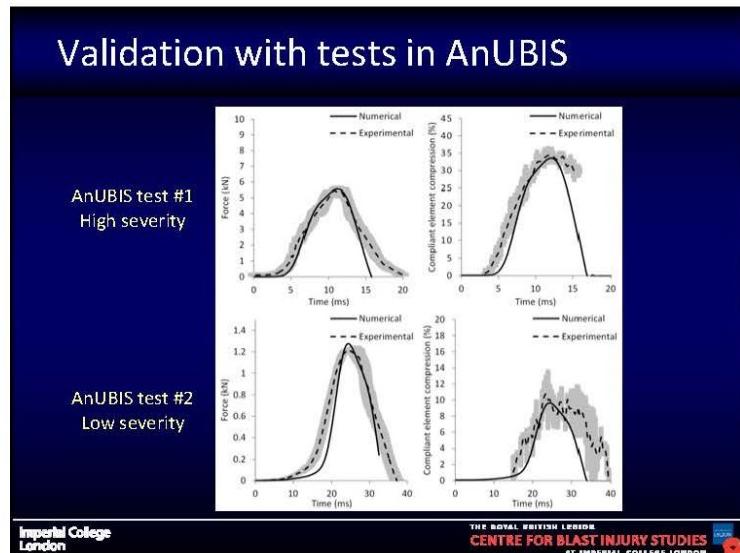


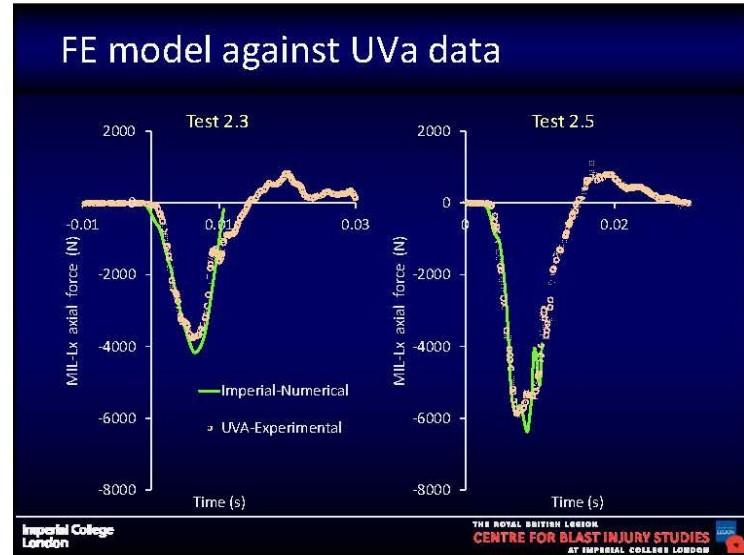
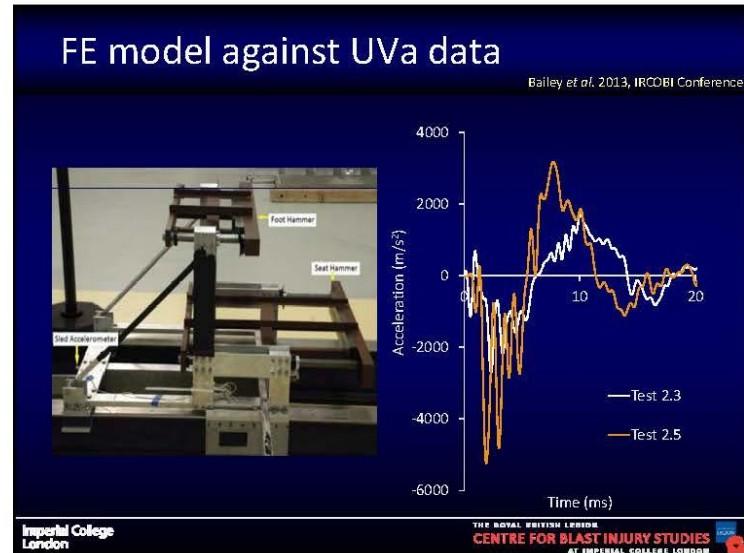


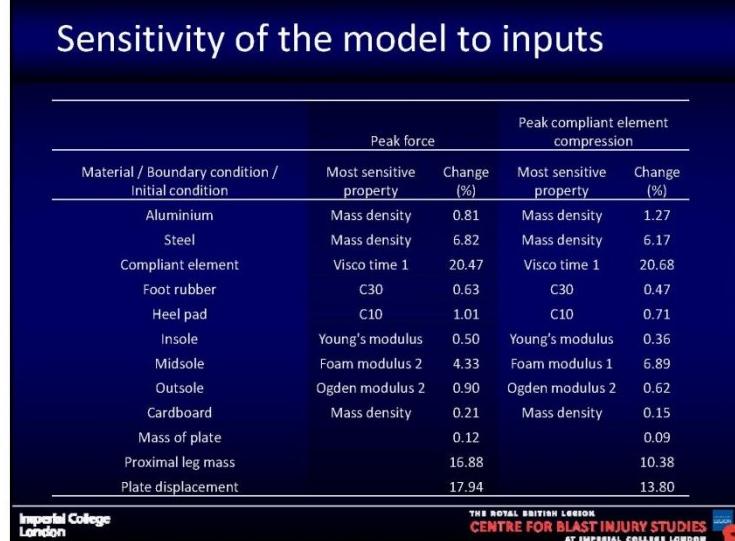
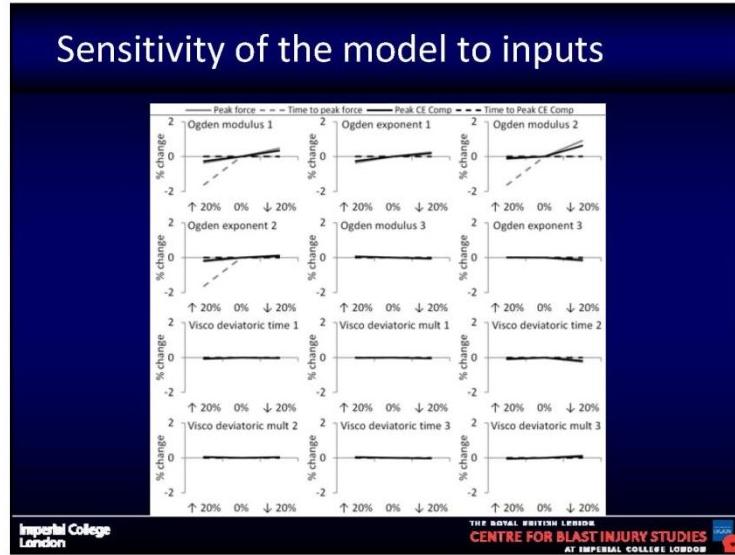


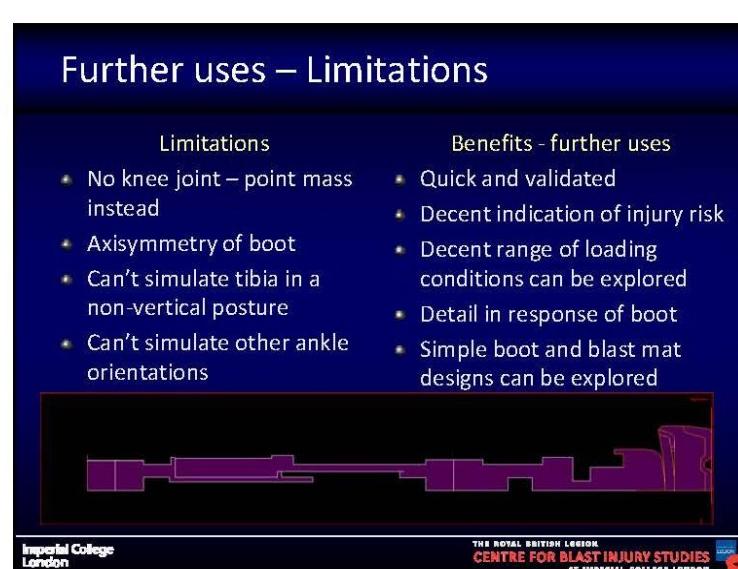
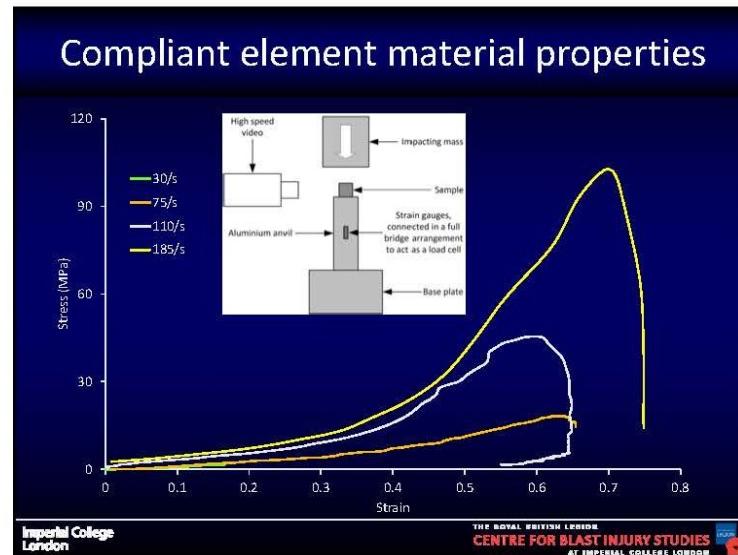














Rubber Material Modeling Methodology
for FE Dummy Development

Hyunsok Pang, Ph.D
Byeong Sam Kim, Ph.D

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Contents

- Introduction
- MAT_077_O (Ogden Rubber)
- Material Test Matrix for Ogden Rubber
- Strain Energy-based Ogden Model
- Stress-based Ogden Model
- Stress Relaxation – Prony Series Parameters
- Coupon Simulations
- Discussions & Conclusions

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Introduction

- Crash Dummy Materials – Rubber, Foam, Damping, Plastic, Metal
- Critical Body Parts – Neck, Thorax Ribs, Lumbar Spine, Skin,
- Rubber - the most important & widely used material in Crash Dummies.
- MAT_077_O (Ogden Rubber) for Rubber Material Modeling
- Ogden Parameters & Prony Series Parameters for MAT_077_O
- Material Test Matrix for MAT_077_O

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Introduction (Cont'd)

- Ogden Parameters based on Strain Energy Curves w/ Uniaxial Compression & Tension Test Data
- Effect of Poisson Ratio on Ogden Parameters
- Ogden Parameters based on Stress Curves w/ Uniaxial Compression & Tension Test Data
- Ogden Parameters from Stress Curves w/ Uniaxial Compression & Tension + Planar Tension + Equi-biaxial Tension Test Data

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Introduction (Cont'd)

- Prony Series Parameters from Short Term Compression Relaxation Test
- Coupon simulations – Compression 0.01 /s, Compression relaxation (20% strain), Tension 0.01 /s, Tension 0.1 /s, Tension 1 /s, Tension 10 /s, Tension 100 /s



MAT_077_O (Ogden Rubber)

TITLE	Rubber	RO	PR	N	INV	G	SIGF	REF	CONST
		1.19E-5	0.4684	4					8
MU1	MU2	MU3	MU4	MU5	MU6	MU7	MU8		
-1.21E-5	-3.23E-5	0.0001814	0.0005796	0.0009076	0.0003867	0.0002516	7.8E-6		
ALPHA1	ALPHA2	ALPHA3	ALPHA4	ALPHAS	ALPHAS	ALPHAT	ALPHAS		
3.60E9	0.9784	0.9551	1.7752	1.0143	0.1649	1.0151			
GI	BETA1								
0.0007614	0.088								
0.0008273	0.1082								
0.0004798	0.0479								
0.0004778	0.0982								
1.7E-6	18.9877								
5.83E-5	0.0822								

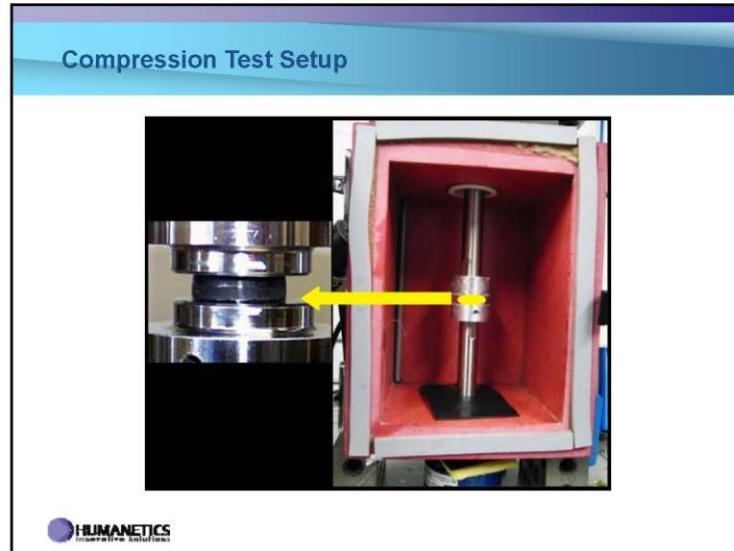
RO : Mass Density
PR : Poisson Ratio
MUi : the ith shear modulus
ALPHAi : the ith exponent
GI : the ith shear relaxation modulus of Prony Series
BETAi : the ith decay constant of Prony Series

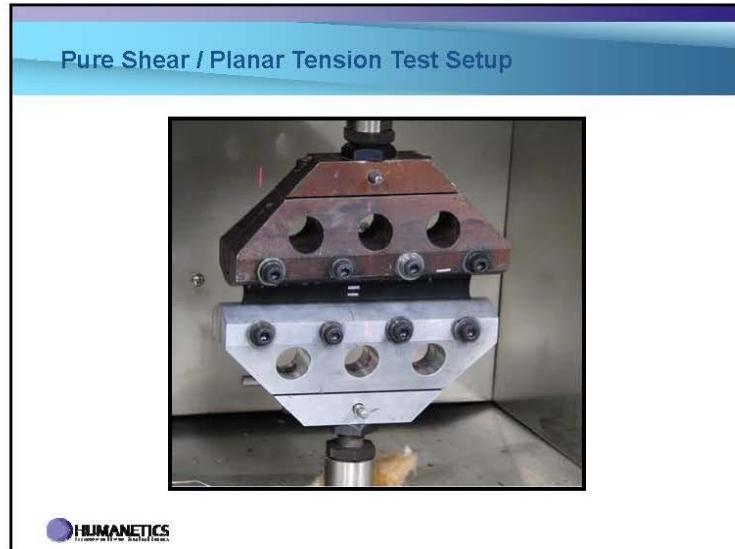


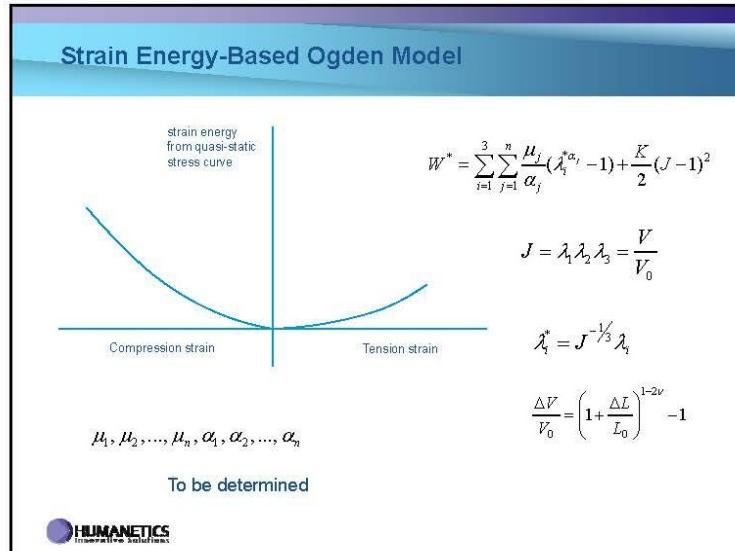
Material Test Matrix for Ogden Rubber					
Compression	Tension	Planar Tension	Biaxial Tension	Short Term Compression Relaxation	Volumetric Compression
(0.01 /%)	(0.01 /%)				
0.1 /s	0.1 /s				
1 /s	1 /s	0.01 /s	0.01 /s	20% strain, 10 ms rampup	0.01 /s
10 /s	10 /s				
100 /s	100 /s				

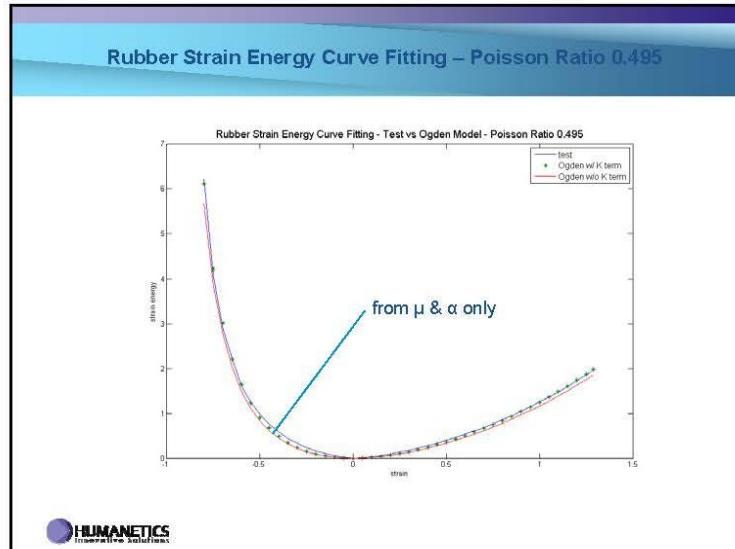
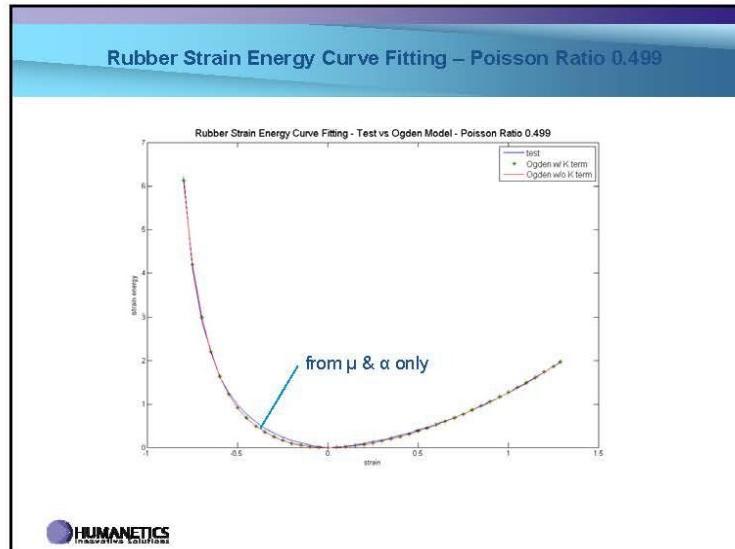
Required test conditions

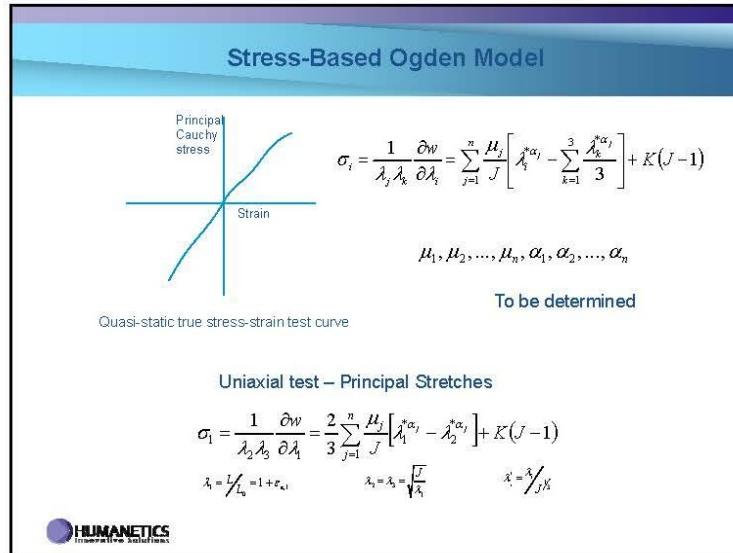
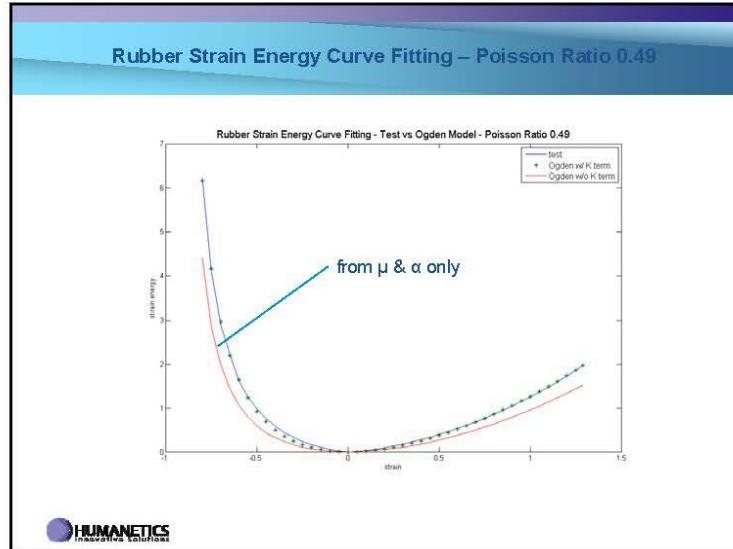
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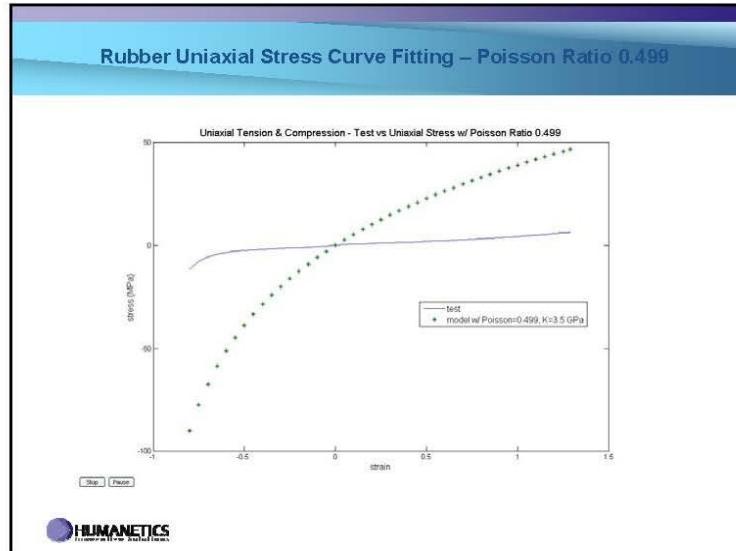
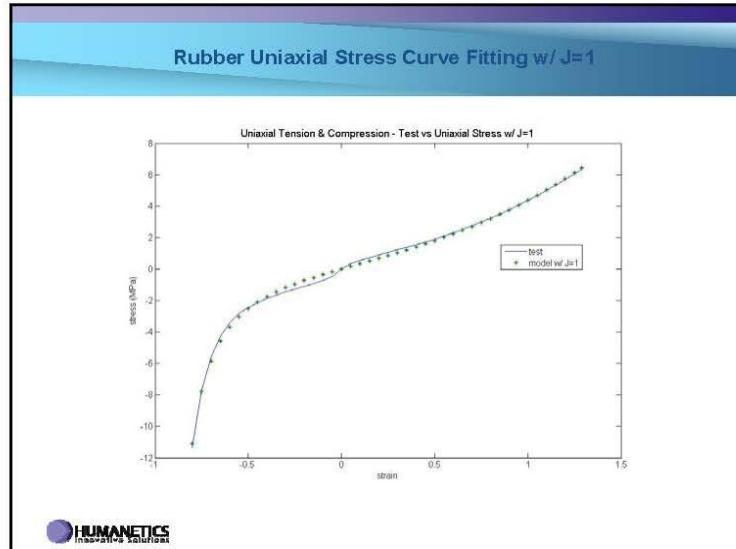












Engineering Stress Equation in terms of Stretch ($J=1$)

Uniaxial Tension & Compression $\lambda_1 = \lambda, \lambda_2 = \lambda_3 = \lambda^{\frac{1}{2}}$

Pure Shear or Planar Tension $\lambda_1 = \lambda, \lambda_2 = 1, \lambda_3 = \lambda^1$

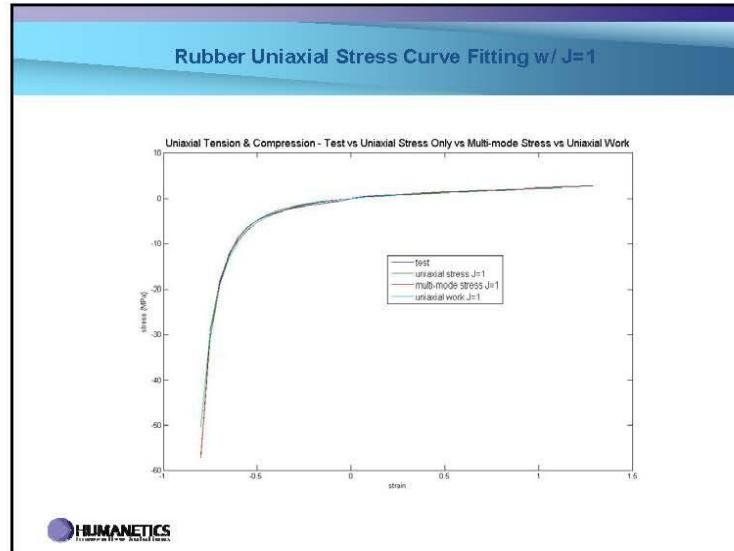
Equibiaxial Tension $\lambda_1 = \lambda_2 = \lambda, \lambda_3 = \lambda^2$

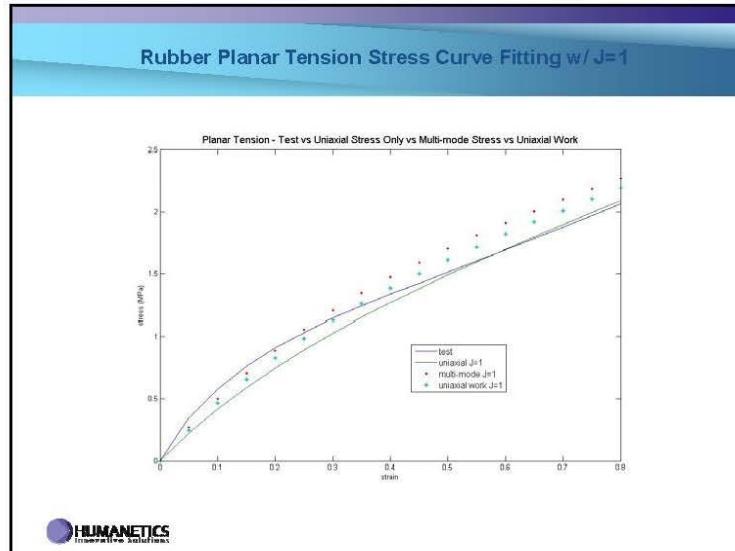
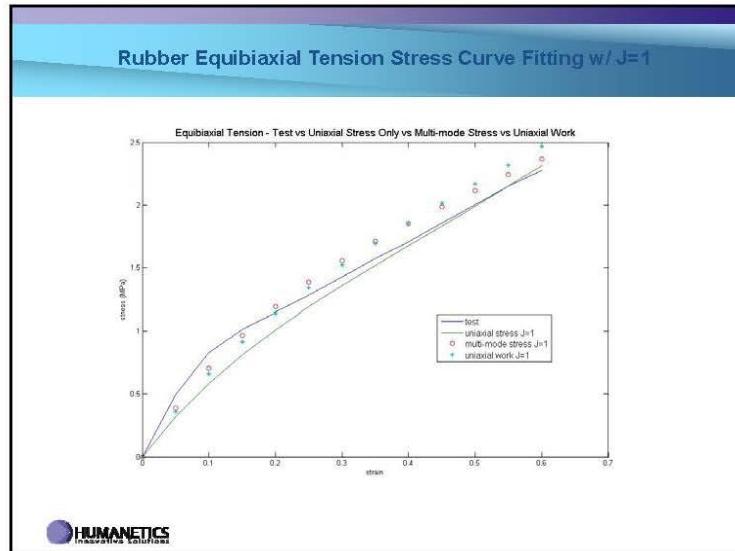
Engineering Stress $\sigma = \sum_{n=1}^N \mu_n [\lambda^{1+\alpha_n} - \lambda^{1+C\alpha_n}]$

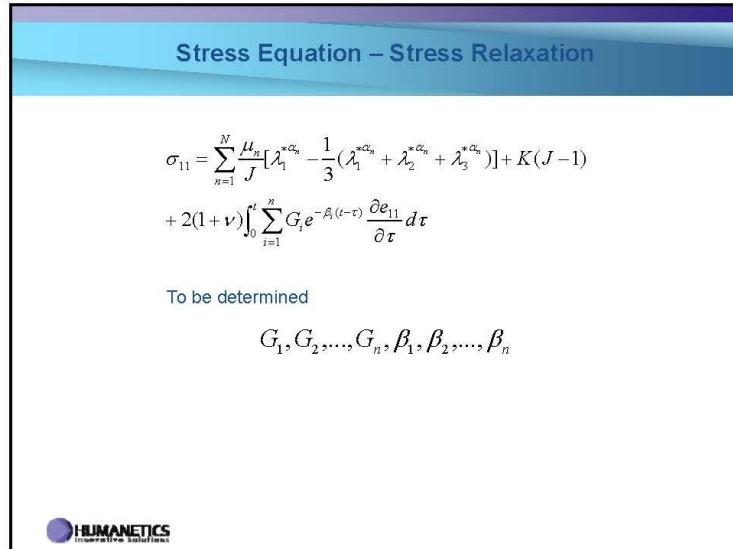
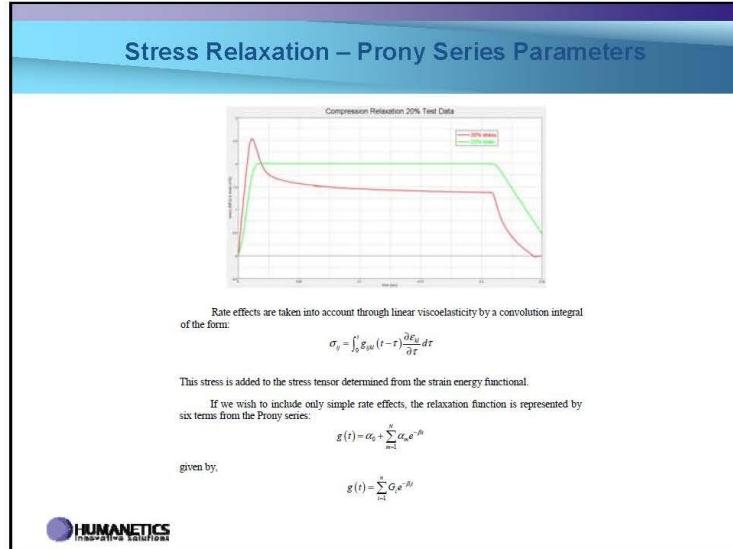
where

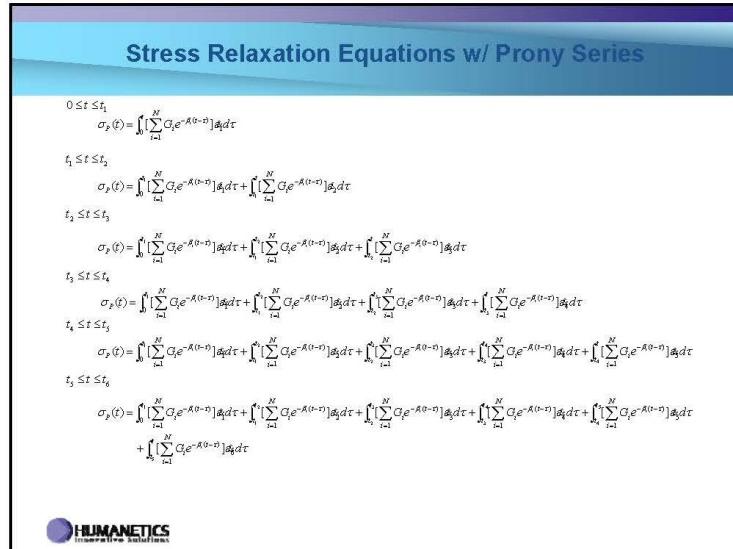
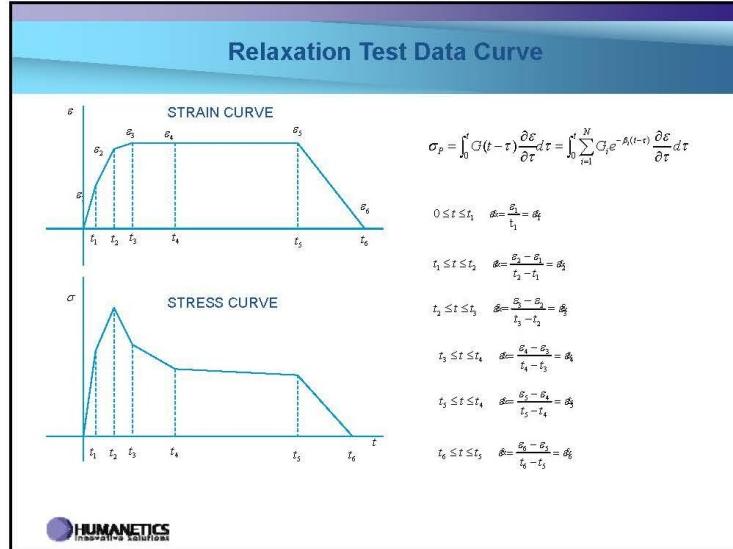
$C = -1/2$	uniaxial tension or compression
-1	pure shear or planar tension
-2	equibiaxial tension

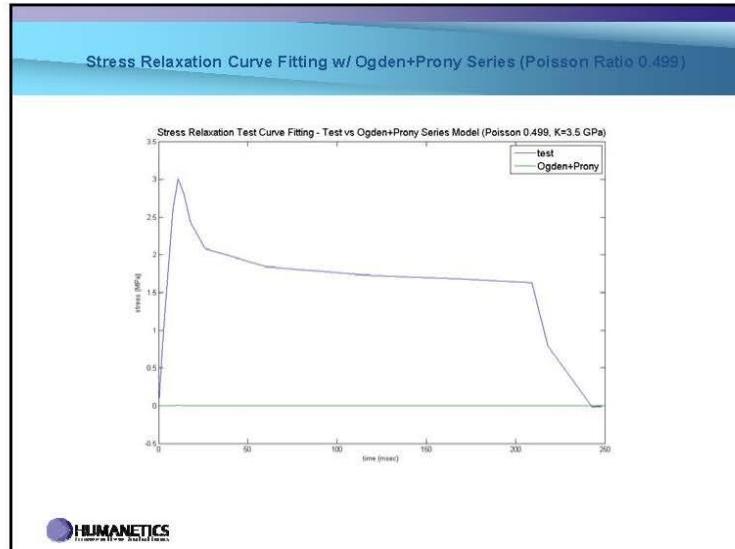
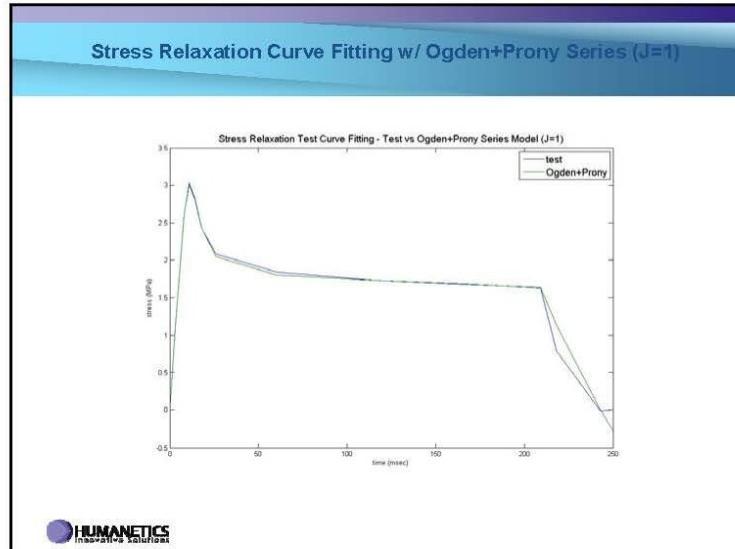


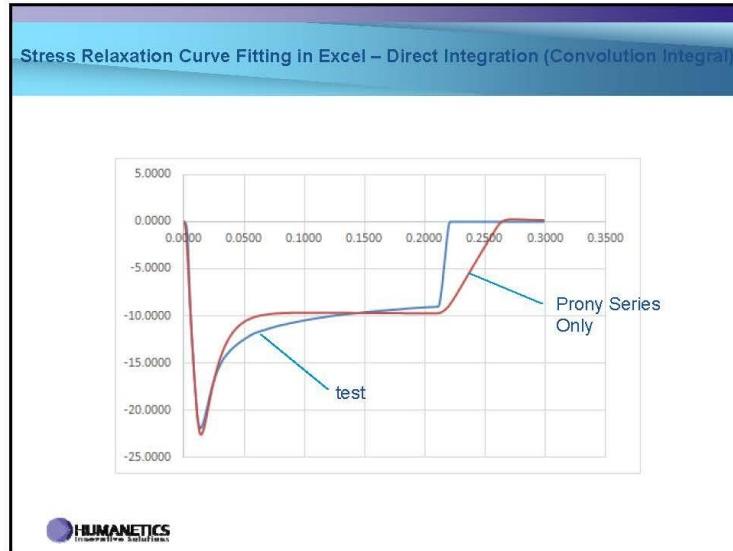
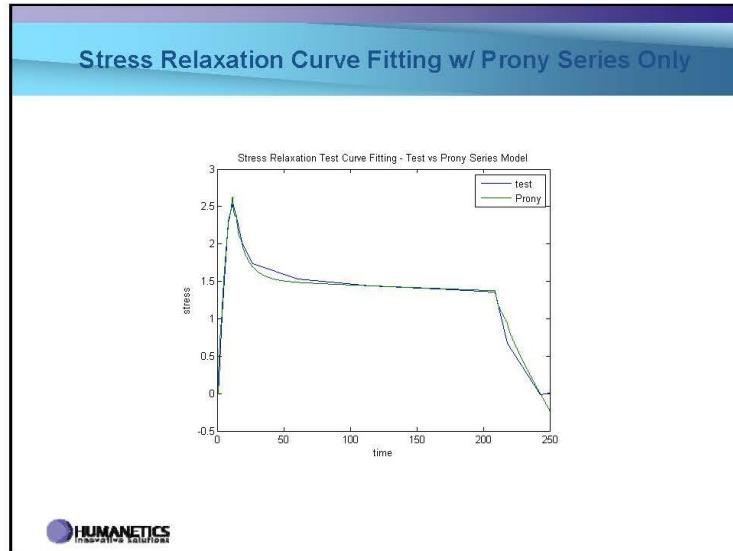




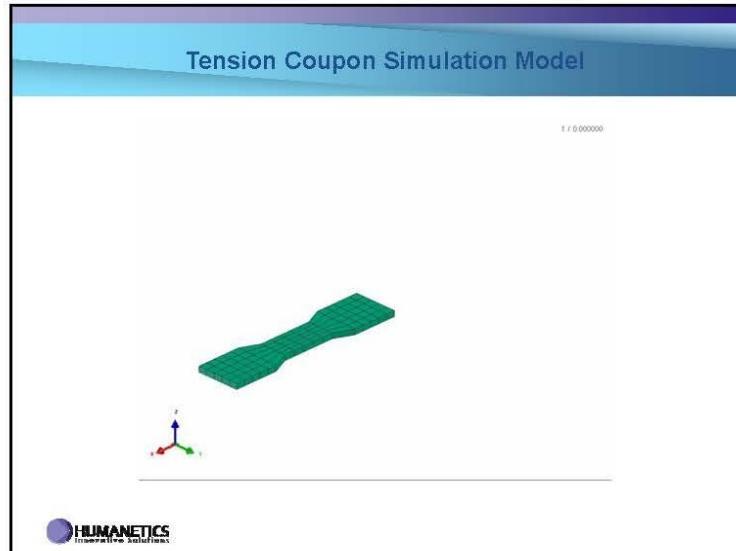






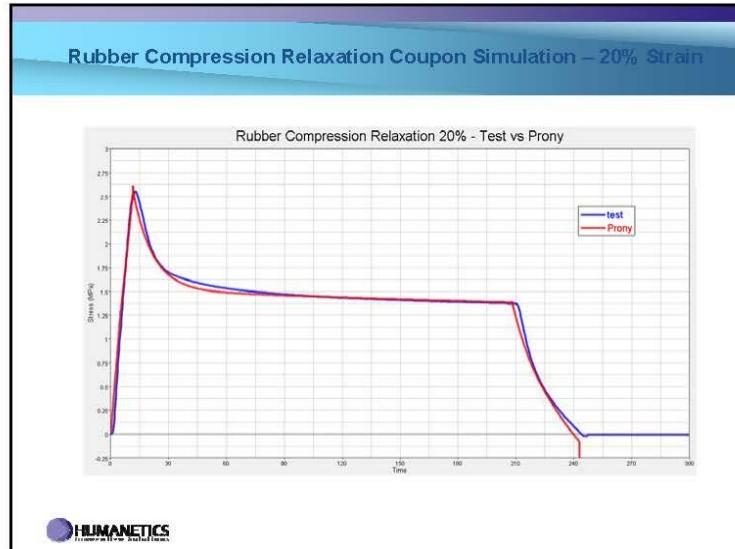
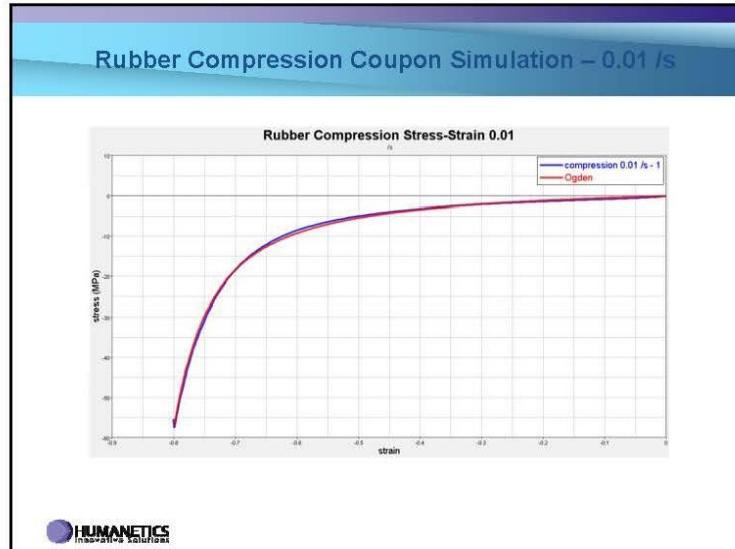


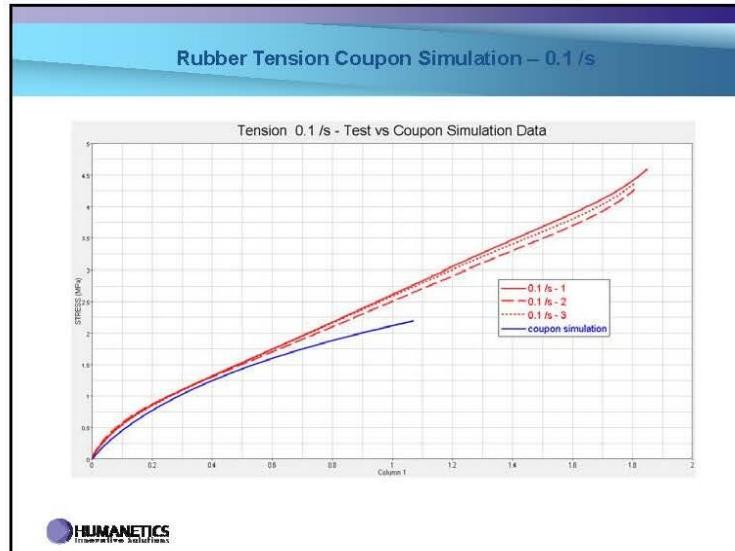
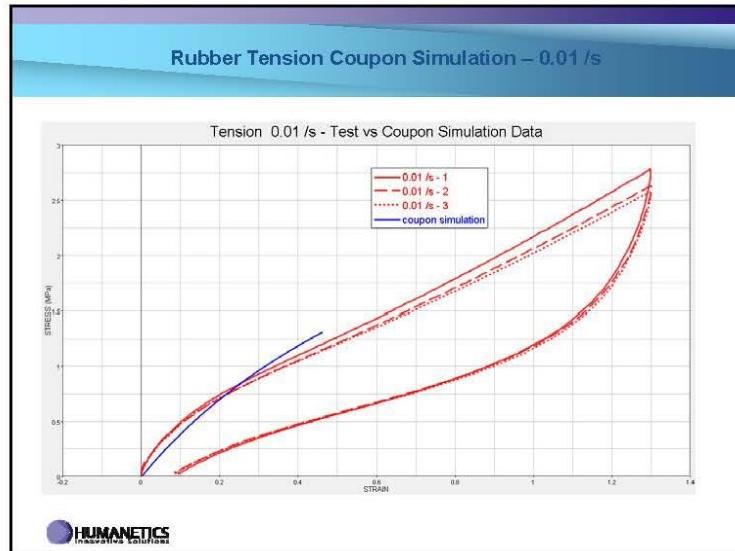
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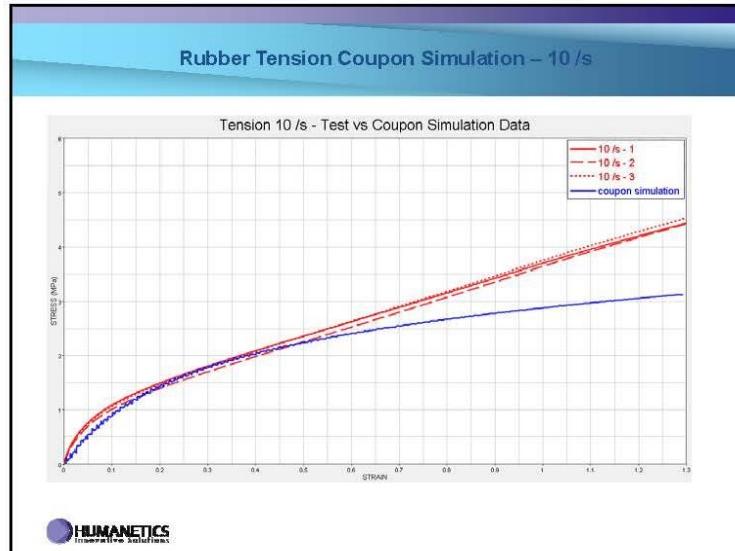
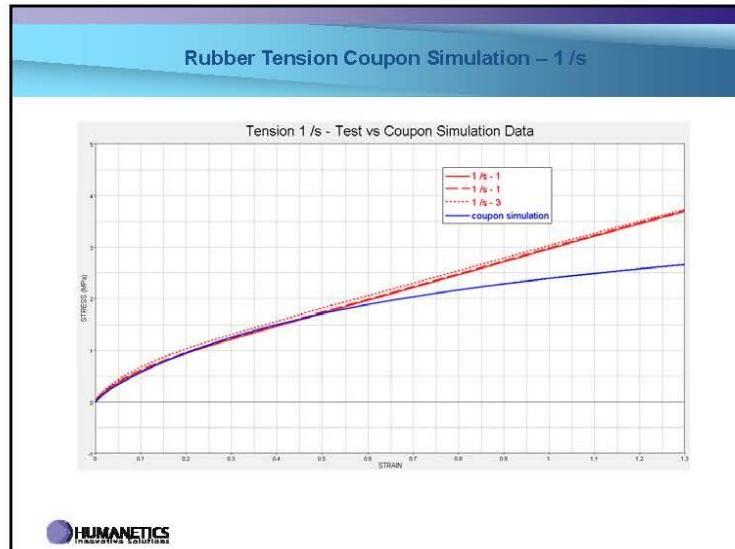


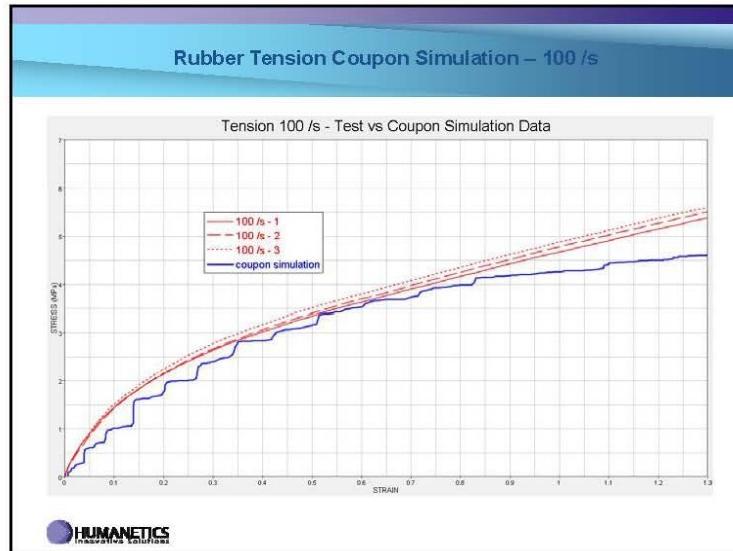
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- ### Discussions & Conclusions
- Poisson ratio plays an important role in obtaining Ogden parameters μ & α from strain energy curve fitting.
 - Stress curve fitting for Ogden parameters μ & α does not converge even with the Poisson ratio 0.499. Only with $J=1$, stress curve fitting converges.
 - With $J=1$, Ogden parameters μ & α from strain energy equation, uniaxial stress equation and multi-mode stress equations create similar stress-strain curve fitting to test data curve.
 - For dynamic stress relaxation curve fitting to obtain G_i & β_i , $J=1$ should be assumed if the quasi-static term is considered in the stress equation. If not, curve fitting for G_i & β_i , does not converge even with the Poisson ratio 0.499.
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Discussions & Conclusions (cont'd)

- To consider the Poisson ratio in obtaining the Prony series parameters G_i & β_i , the quasi-static term should be dropped from dynamic stress equation in curve fitting.
- The Prony series parameters G_i & β_i are directly obtained from the compression stress relaxation test curve fitting.
- In the compression relaxation coupon simulation, initial curve fitting parameters G_i & β_i do not make good matching over relaxation range. Therefore, the relaxation portion in the test data should be modified by scaling down the relaxation region, based on experience. Then curve fitting needs to be done with the modified relaxation test curve.

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Discussions & Conclusions (cont'd)

- For coupon simulation, started with compression 0.01 /s. One or two times, Poisson ratio or K values may be tuned to obtain μ & α , which means curve fitting again with compression-tension 0.01 /s test curve.
- Then, relaxation coupon simulation is done with the μ & α and G_i & β_i parameters. If the simulation result is reasonable, continue with tension strain rate 0.01 /s, 0.1 /s, 1 /s, 10 /s and 100 /s cases.
- For coupon simulation tension 0.01 /s, simulation can not be done up to 130% strain due to instability.
- For coupon simulation tension 0.1 /s, simulation can not be done up to 130% strain due to instability.
- For coupon simulation tension 1 /s, simulation can be done up to 130% strain without instability.
- For coupon simulation tension 10 /s, simulation can be done up to 130% strain without instability.
- For coupon simulation tension 100 /s, simulation can be done up to 130% strain with some instability due to vibration issues seen in kinematics.

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Discussions & Conclusions (cont'd)

- In all coupon simulations, it could be observed that rate effects were reflected with G_0 & β_0 and simulation curves are close to test curves up to around 50% strain.
- To resolve instability in tension 0.01 /s, 0.1 /s and 100 /s, parameters can be tuned by doing curve fitting again with different Poisson ratio and K values. Also, meshing and coupon geometry can be considered for modification to prevent from instability.

- Through this study, a practical method for Ogden rubber model has been developed.
- Strain rate effect could be realized with Prony series parameters from curve fitting in coupon simulations.
- The minimum required material testing conditions were determined for Ogden rubber material model.

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US ARMY RDECOM U.S. Army Research, Development and Engineering Command

Effect of Strain Rate on the Compressive Response of ATD Neck and Foot Rubber Under Different Loading Sequences

ARL

TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.

Brett Sanborn and Tosit Weerasooriya
Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading
January 2013

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US ARMY RDECOM PUBLIC RELEASE-DISTRIBUTION UNLIMITED **Background** **ARL**

- Anthropomorphic test dummies (ATD's) used in automotive and aircraft industries as test devices
- First ATD's used in 1949
 - "Sierra Sam" used to test ejection seats
- ATD's used in automobile tests in 1972
 - Hybrid II (HII) developed by General Motors
 - Evolved into the Hybrid III (HIII) in 1976
- Different rubbers are used on the HIII to simulate different parts of the human body
- New goal is to develop a new dummy for use in blast testing



<http://www.secretsdeclassified.af.mil/shared/media/photoDb/photos/570101-F-7892W-007.jpg>

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Motivation

ARL

- Experiments are needed to develop constitutive models used in simulation
- Accelerative loadings seen in blast occur at high loading rates
- Accurate simulation requires experiments that are conducted at these relevant loading rates

Current work: Evaluate **Neck** and **Foot** rubber from Humanetics HILL 50th percentile male dummy at different loading rates and sequences

Neck rubber

Foot Rubber

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US ARMY RDECOM Experiments ARL

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Experiments conducted on both Neck and Foot Rubbers

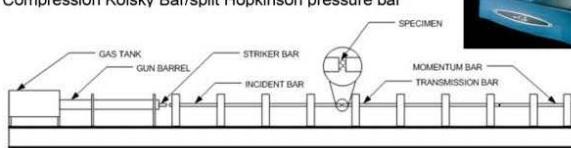
- Uniaxial Compression
 - Quasi-static
 - Intermediate
 - High-rate
- Stress Relaxation
 - Load at constant strain rate and hold for a predetermined time
- Compression Dynamic Mechanical Analysis (DMA)
 - Isothermal frequency sweeps at different mean strain and strain amplitudes
 - Storage and Loss moduli as a function of frequency
- Tensile DMA
 - Temperature sweeps at constant frequency
 - Storage and Loss moduli as a function of temperature as well as glass transition temperature

Number of Experiments	Strain Rate [1/s]	Uniaxial Compression	Stress Relaxation	Compression DMA	Tensile DMA
0.001	5	5		5 (isothermal frequency sweep)	5 (temperature sweep)
1	5	5			
500	5				
1100-1300	5				5
1200-2200	5				5

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US ARMY RDECOM Experimental Setups ARL

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- Quasi-static and Intermediate Rates
 - Bose Electroforce Testbench
- Compression DMA (BOSE)
 - Frequency Sweep DMA capability – up to 200 Hz
- Tensile DMA (DMA Q800)
- Compression Kolsky Bar/split Hopkinson pressure bar
 

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Radial Inertia

ARL

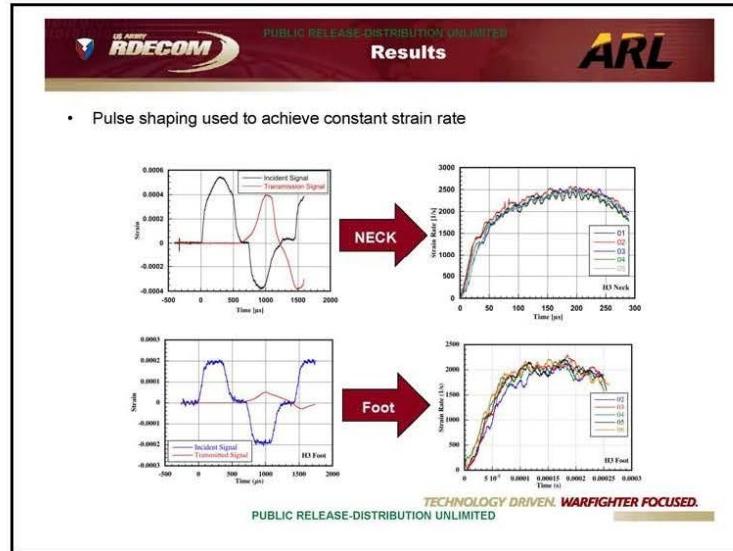
- Inertia in the radial direction is a concern when testing soft materials such as rubber using at high strain rates using the Kolsky Bar
- Extra stress due to radial inertia is measured in the axial direction
- For soft materials with low stiffness such as rubber, the extra stress can overshadow the intrinsic material response
- Estimate of radial inertia induced stress is provided by Warren and Forrestal:

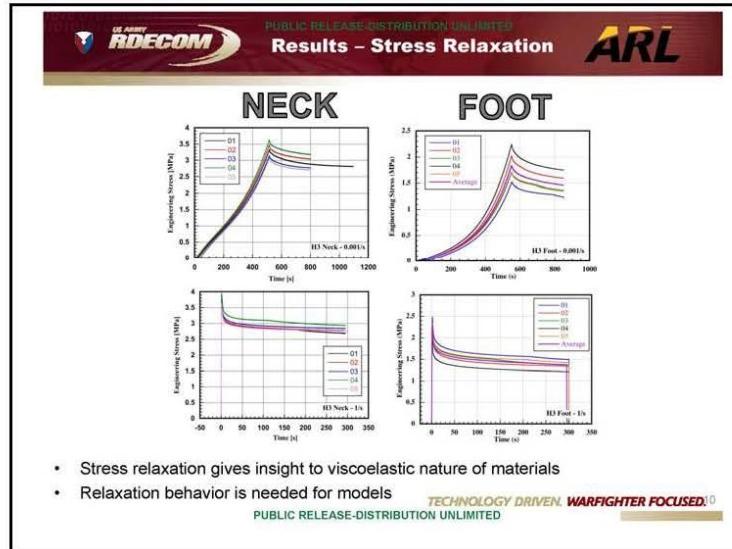
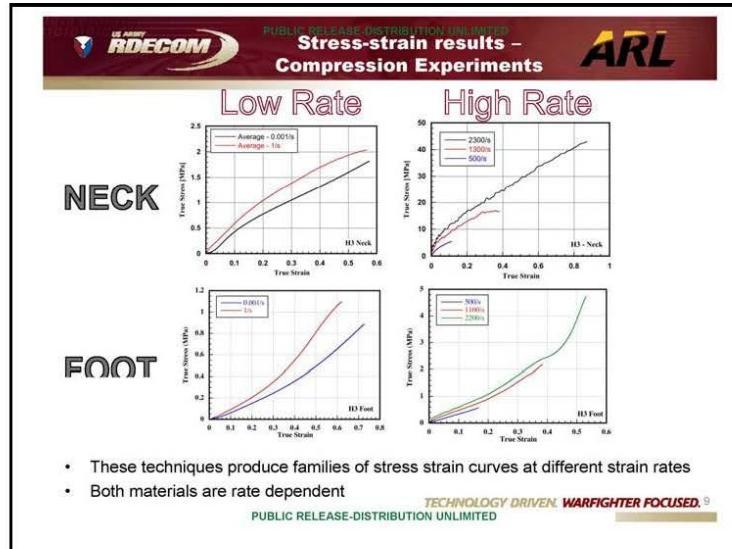
$$\sigma_i = \frac{3\rho_x r^2}{16(1-\varepsilon_x)^2} \dot{\varepsilon}_x^2 + \frac{\rho_x r^2}{8(1-\varepsilon_x)^2} \ddot{\varepsilon}_x$$

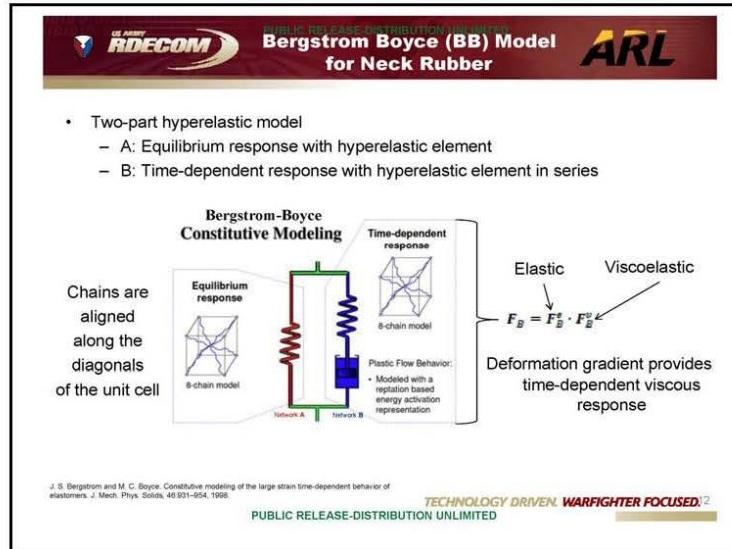
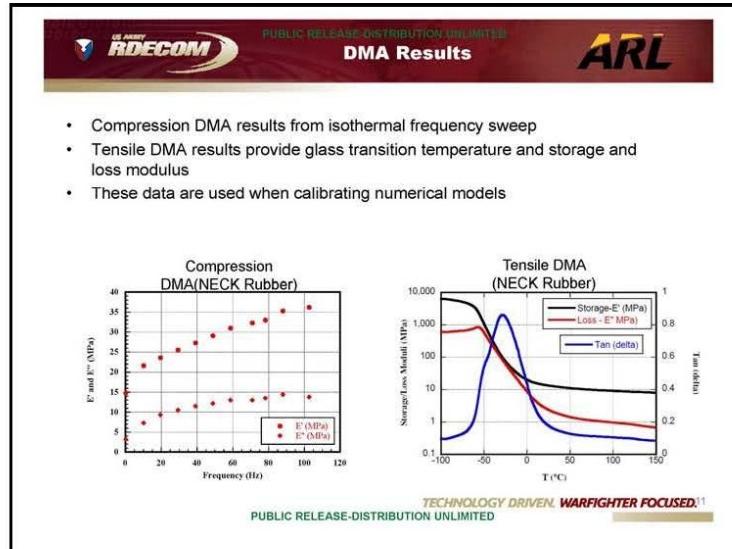
- Dependent on density, radius, strain rate (squared term), and especially maximum strain (cubed term)
- For Neck ($\rho = 1250 \text{ kg/m}^3$, $\varepsilon_x = 0.58$, $\dot{\varepsilon}_x = 2300 \text{ s}^{-1}$ and $r = 4$) and Foot ($\rho = 1150 \text{ kg/m}^3$, $\varepsilon_x = 0.41$, $\dot{\varepsilon}_x = 2200 \text{ s}^{-1}$ and $r = 5$)
- Neck $\sigma_i = 0.270 \text{ MPa} \Rightarrow$ Actual response = 100 MPa (0.27%)
- Foot $\sigma_i = 0.127 \text{ MPa} \Rightarrow$ Actual response = 8 MPa (1.6%)
- Foot rubber is at the lower end of what is an acceptable level of radial inertia stress

Warren, T.L., Forrestal, M.J. Comments on the effect of radial inertia in the Kolsky bar **TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.** test for an incompressible material. Experimental Mechanics, 2003;40(6) PUBLIC RELEASE UNLIMITED

Ignore Inertia Stress







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Determine Model Parameters ARL

- For the uniaxial loading experiments, the Cauchy stress is defined as:

$$\sigma = \sigma_A + \sigma_B$$

- Where σ_A and σ_B are

$$\sigma_A = \frac{\mu}{\lambda} \frac{\mathcal{L}^{-1}\left(\bar{\lambda}/\lambda_L\right)}{\mathcal{L}^{-1}\left(1/\lambda_L\right)} \left[F^2 - \frac{1}{F} \right] \quad \sigma_B = \frac{s\mu}{\bar{\lambda}_B^v} \frac{\mathcal{L}^{-1}\left(\bar{\lambda}_B^v/\lambda_L\right)}{\mathcal{L}^{-1}\left(1/\lambda_L\right)} \left[(F_B^v)^2 - \frac{1}{F_B^v} \right]$$

Parameters: Strain-Stretch:

s – shear modulus of network B compared to A
 μ – shear modulus
 λ_L – limiting chain stretch
 $\mathcal{L}(x) = \coth(x) - 1/x$ (Langevin function)
 $\mathcal{L}^{-1}(x) \approx \begin{cases} 1.31446 \tan(1.58986x) + 0.91209x, & \text{if } |x| < 0.84136 \\ 1/(sign(x) - x), & \text{if } 0.84136 \leq |x| < 1 \end{cases}$

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Viscous Flow ARL

Rate equation for viscous flow in B

$$\dot{\gamma}_B^v = \dot{\gamma}_0 (\bar{\lambda}_B^v - 1 + \xi)^C \left[R \left(\frac{2|\sigma_B|}{3\tau_{base}} - \dot{\epsilon}_{cut} \right) \right]^m$$

Where: Deformation gradient becomes:

$$\bar{\lambda}_B^v = \sqrt{\frac{1}{3} \left[(F_B^v)^2 + \frac{2}{F_B^v} \right]} \quad \dot{F}_B^v = \dot{\gamma}_B^v \operatorname{sign}[\sigma_B] F_B^v$$

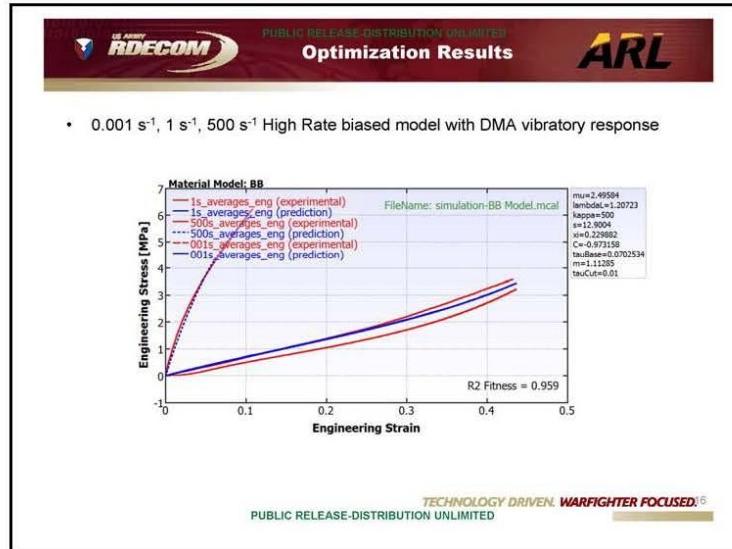
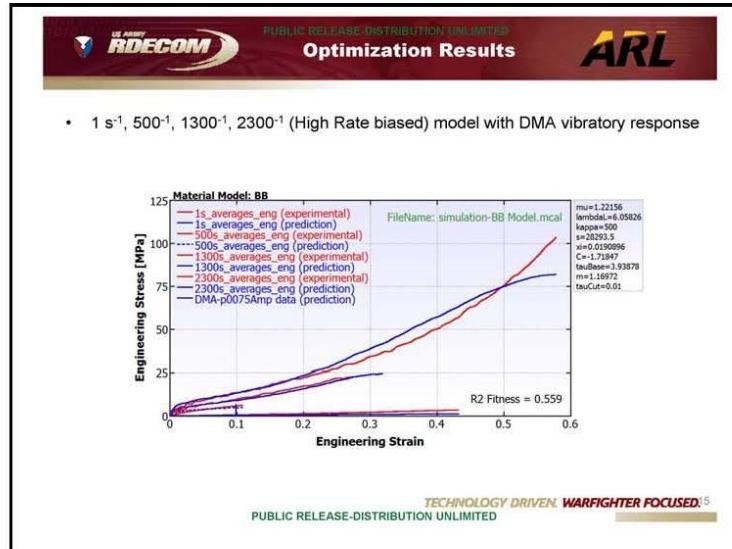
And:

$\dot{\gamma}_0 = 1/s$ - constant for dimensional consistency
 $R(x) = (x + |x|)/2$ - ramp function
 $\dot{\epsilon}_{cut}$ - cut off stress where no flow occurs
 ξ - strain adjustment factor
 C - strain exponent
 τ_{base} - flow resistance
 m - stress exponent

Parameters to optimize using experimental results

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Parameters for different cases ARL

Model constants for Neck rubber using BB model for different loading rate scenarios:

Model Parameter Description	CASE	A1 Impact-rates	B1 Blast-Rates	C1 Auto-Rates	A2 Impact-Rates (+Cyclic)	B2 Blast-Rates (+Cyclic)	C2 Auto-Rates (+Cyclic)
		Model Constant s	2300, 1300, 500, 1/s	500, 1, 0.001/s	1, 0.001/s	2300, 1300, 500, 1/s, {E', E''}-freq	500, 1, 0.001/s, {E', E''}-freq
Shear modulus of network A (MPa)	μ	1.22156	2.49584	2.17583	1.22156	2.17881	2.17583
Locking stretch	λ_l	6.05826	1.20723	1.18675	6.05826	1.15367	1.18675
Bulk Modulus (MPa)	K	500	500	500	500	500	500
Stiffness of Network B relative to A	s	28293.5	12.9004	7.21539	28293.5	9.5676	7.21683
Strain adjustment factor	ξ	0.01909	0.229882	0.317087	0.01909	0.337517	0.317087
Strain exponent	C	-1.71847	-0.97316	-1.01733	-1.71847	-0.95967	-1.01733
Flow resistance (MPa)	τ_{flow}	3.93878	0.070253	0.296994	3.93878	0.693538	0.296994
Stress exponent	m	1.16972	1.11285	1.51296	1.16972	1.26362	1.51296
Normalized cut-off stress for flow	τ'_{cut}	0.01	0.01	0.005	0.01	0.01	0.005
R^2 for goodness of fit		0.699	0.959	0.966	0.559	0.712	0.652

Model constants will be obtained for the foot rubber using a similar approach but may require use of a different model

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Summary ARL

- Conducted a variety of experiments on HILL neck and foot rubber including quasi-static, intermediate, and high rate compression. Stress relaxation and DMA experiments were also carried out
- The rubber materials were rate dependent and the mechanical response was not overshadowed by radial inertia from the experimental technique
- Model constants were generated for the Neck rubber that predict stress-strain behavior similar to the experimental results
- Current models in LSDYNA do not accurately represent the experimental results

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U.S. Army Research, Development and Engineering Command

Inertial Effects in Compression and Torsional Kolsky Bar Tests on Soft and Nearly Incompressible Materials

ARL

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Adam Sokolow, John Fitzpatrick, and Mike Scheidler

Inertial Effects in Compression and Torsional Kolsky Bar Tests on Soft and Nearly Incompressible Materials
U.S. Army Research Laboratory
13 Dec 2013

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Motivation

ARL

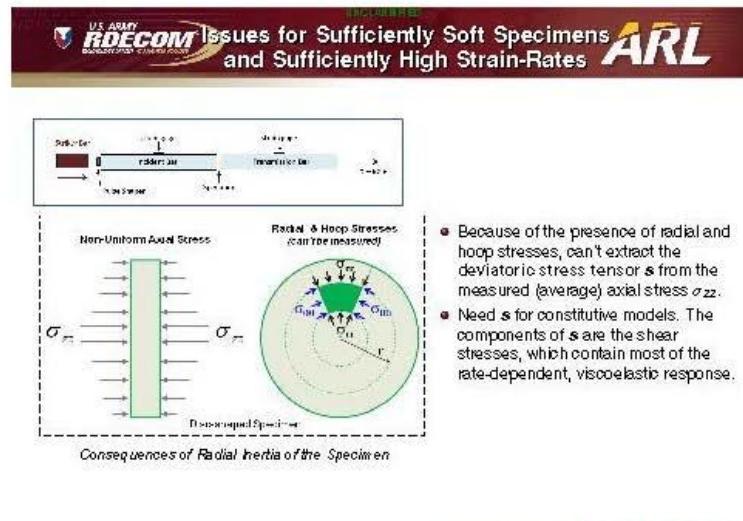
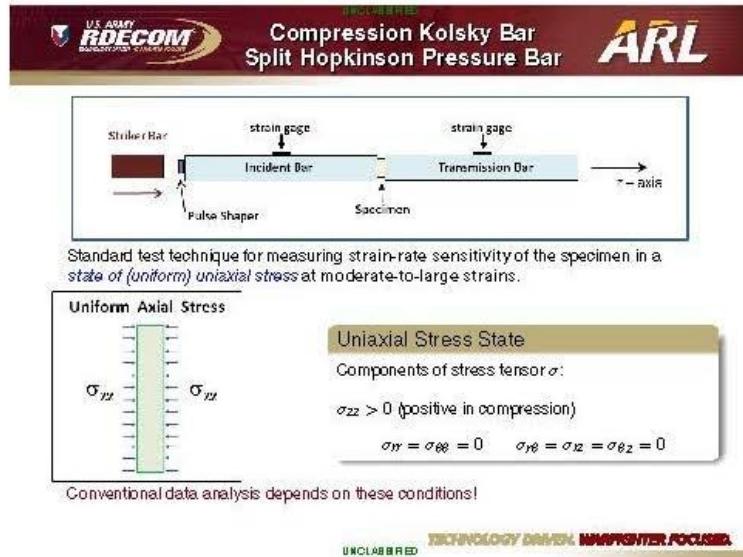
Humans in Extreme Environments

- ① To adequately simulate the response of the human body to blast, impact and accelerative loadings, the constitutive response of its tissues must be understood.
- ② Soft tissues of the body are typically:
 - viscoelastic
 - non-linear
 - Shear moduli (~1 - 500 kPa)
 - Nearly incompressible (Bulk moduli ~ water , 2.3 GPa)
- ③ Most of the strain-rate dependence of soft tissues is exhibited by the shear stress (as opposed to the pressure). As we show, the shear stress can be quite difficult to measure in high-rate (~ 1000's) tests.

Kolsky Bar

- Used with great success to characterize the high strain-rate response of metals and stiff polymers.
- Recently has been used in an attempt to characterize the response of soft tissues and tissue simulants.

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U.S. ARMY RDECOM **Analytical Inertial Estimate** **ARL**

Measured Axial Stress Axial Component of Deviatoric (shear) Stress Pressure Radial Stress Hoop Stress

$$\sigma_{zz} = s_{zz} + p \quad \rho = \frac{1}{3} (\sigma_{zz} + \sigma_{rr} + \sigma_{\theta\theta})$$

$$\sigma_{zz} = \frac{3}{2} s_{zz} + \frac{1}{2} (\sigma_{rr} + \sigma_{\theta\theta})$$

$$s_{zz} = \frac{2}{3} (\sigma_{zz} - \sigma_{rr}) \text{ and } s_{rr} = s_{\theta\theta} = -\frac{1}{2} s_{zz} \text{ if } \sigma_{rr} = \sigma_{\theta\theta}$$

Compressive material with (approximately) isotropic and (i.e., uniaxial) specimens

Analytical inertial estimate for σ_{rr} (based on radial momentum balance) in terms of measured axial strain ϵ_{zz} and its rate:

$$\sigma_{rr} = \frac{\rho_0(\bar{\rho}_0)^2}{16} \left[\frac{2\epsilon_{zz}}{(1-\epsilon_{zz})^2} + \frac{3(\dot{\epsilon}_{zz})^2}{(1-\epsilon_{zz})^3} \right]$$

The measured axial stress and the inertial estimate for radial stress yield the components of deviatoric stress (i.e., shear stresses) in the specimen.

UNCLASSIFIED **TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED**

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U.S. ARMY RDECOM **Analytical Inertial Estimate** **ARL**

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The measured axial stress and the inertial estimate for radial stress yield the components of deviatoric stress (i.e., shear stresses) in the specimen.

UNCLASSIFIED **TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED**

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Analytical Inertial Estimate **ARL**

$$\sigma_{xy} = s_{xy} + p \quad p = \frac{1}{3} (\sigma_{zz} + \sigma_{rr} + \sigma_{\theta\theta})$$

$$\sigma_{xy} = \frac{3}{2} s_{xy} + \frac{1}{2} (\sigma_{rr} + \sigma_{\theta\theta})$$

$$s_{xy} = \frac{2}{3} (\sigma_{zz} - \sigma_{xy}) \quad \text{and} \quad \sigma_{xy} = s_{\theta\theta} = -\frac{1}{2} s_{xy} \quad \text{if } \sigma_{xy} = \sigma_{\theta\theta}$$

Can't be measured

Valid (approximately) for isotropic solid (i.e., disk-shaped) specimens

Analytical inertial estimate for σ_{xy} (based on radial momentum balance) in terms of measured axial strain ϵ_2 and its rates:

$$\sigma_{xy} = \frac{\rho_0(R_0)^2}{16} \left[\frac{2\dot{\epsilon}_2}{(1-\epsilon_2)^2} + \frac{3(\epsilon_2)^2}{(1-\epsilon_2)^3} \right]$$

The measured axial stress and this inertial estimate for radial stress yield the components of deviatoric stress (i.e., shear stresses) in the specimen.

UNCLASSIFIED **TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.**

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Analytical Inertial Estimate **ARL**

$$\sigma_{xy} = s_{xy} + p \quad p = \frac{1}{3} (\sigma_{zz} + \sigma_{rr} + \sigma_{\theta\theta})$$

$$\sigma_{xy} = \frac{3}{2} s_{xy} + \frac{1}{2} (\sigma_{rr} + \sigma_{\theta\theta})$$

$$s_{xy} = \frac{2}{3} (\sigma_{zz} - \sigma_{xy}) \quad \text{and} \quad \sigma_{xy} = s_{\theta\theta} = -\frac{1}{2} s_{xy} \quad \text{if } \sigma_{xy} = \sigma_{\theta\theta}$$

Can't be measured

Valid (approximately) for isotropic solid (i.e., disk-shaped) specimens

Analytical inertial estimate for σ_{xy} (based on radial momentum balance) in terms of measured axial strain ϵ_2 and its rates:

$$\sigma_{xy} = \frac{\rho_0(R_0)^2}{16} \left[\frac{2\dot{\epsilon}_2}{(1-\epsilon_2)^2} + \frac{3(\epsilon_2)^2}{(1-\epsilon_2)^3} \right]$$

The measured axial stress and this inertial estimate for radial stress yield the components of deviatoric stress (i.e., shear stresses) in the specimen.

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Note: We cannot check against experimental data because the stress components we are estimating cannot be measured — that's the reason for the estimates in the first place!

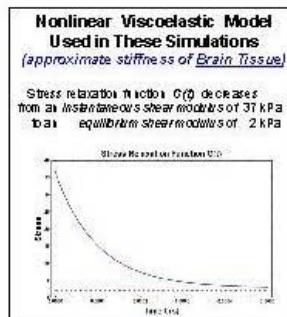
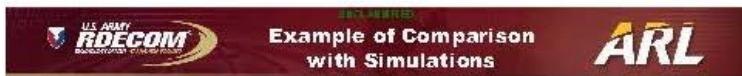
We compare our estimates for the radial, hoop, and deviatoric stress components against numerical simulations of the Kolsky bar test, since simulations provide the full stress state.

This has been done for a range of:

- specimen constitutive models
- material parameters
- specimen geometries
- peak strain-rates
- strain-rate histories (i.e., loading pulse shapes)

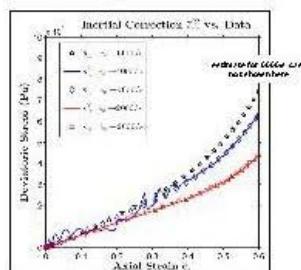
Example on the next two slides.

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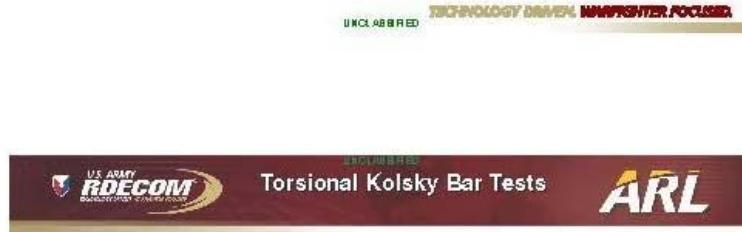
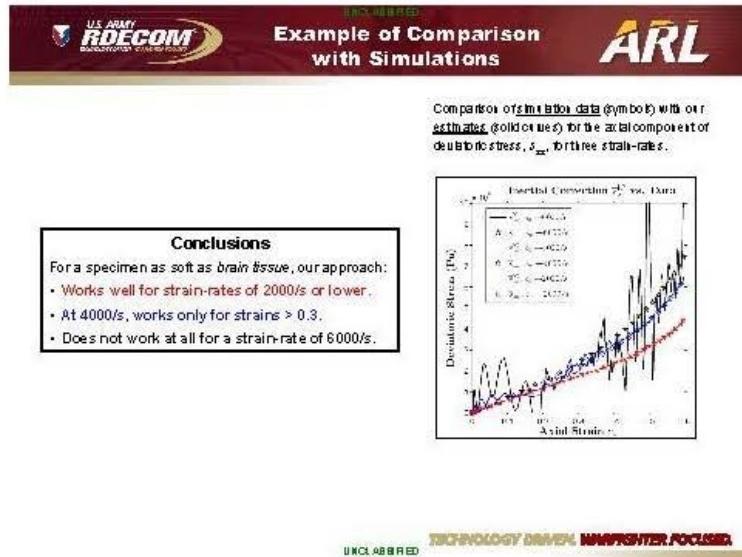
This is a tough case because specimen is very soft!

Comparison of simulation data (symbols) with our estimates (solid or line) for the axial component of deviatoric stress, s_{xx} , for three strain-rates.



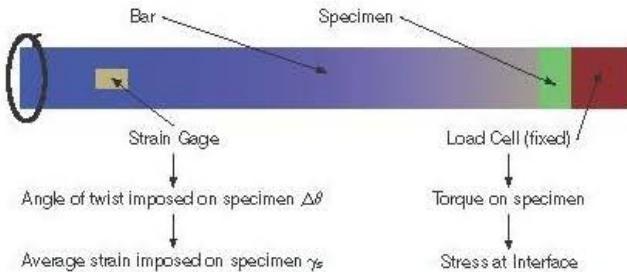
Note: The computational data analysis would be ideal for s_{xx} more than an order of magnitude higher and to one way off the page!

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X. Nie, B. Sanborn, T. Weerasooriya, W. Chen, High-rate bulk and shear responses of bovine brain tissue. IIE 2013

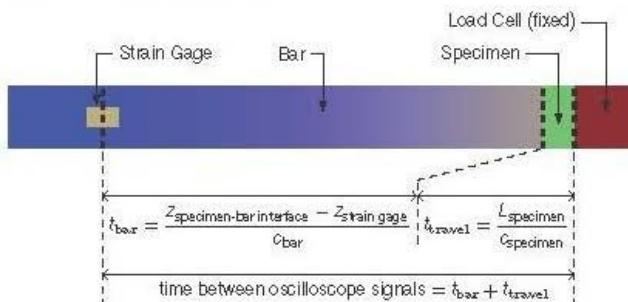
Torsional Kolsky Bar



If uniform conditions exist, the angle of twist imposed on the specimen (inferred from the strain gage) yields the average strain within the specimen. In conjunction with stress response measured at the Load Cell a stress-strain curve can be deduced.

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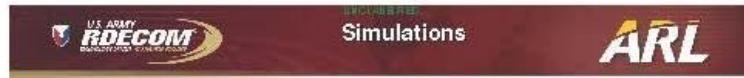
Specimen Travel Time



$$\begin{aligned} t_{bar} &\approx 500 \mu s \\ t_{travel} \text{ for stiff specimens (or compression tests)} &\approx \mu s \text{ (negligible)} \\ t_{travel} \text{ for soft specimens} &\approx 200-600 \mu s \end{aligned}$$

Wave propagation within the specimen is important to consider for soft specimens!

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Loading Conditions

- maximum (average) strain-rate of 700/s
- maximum (average) strain of 0.3
- pulse duration of 680 μ s
- rise time of 250 μ s

Simulation I:

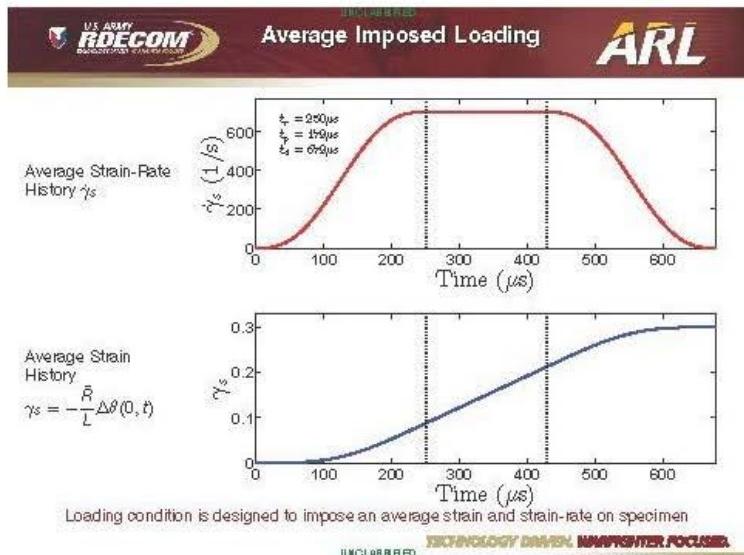
- $\mu = 800$ kPa, ($\approx 100 \times$ brain tissue)
- $c \approx 0.03$ mm/ μ s
- $L = 1.7$ mm
- travel time ≈ 60 μ s

Simulation II:

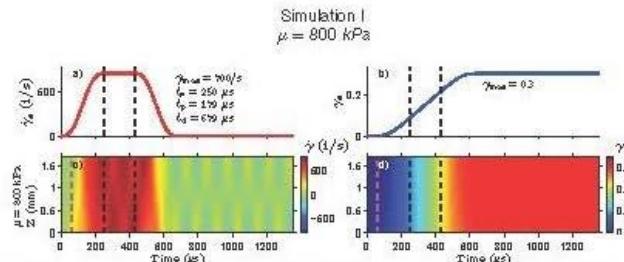
- $\mu = 8$ kPa, (\approx brain tissue)
- $c \approx 0.003$ mm/ μ s
- $L = 1.7$ mm
- travel time ≈ 600 μ s

Note: shear wave speed in Aluminum or Steel is ≈ 3 mm/ μ s.

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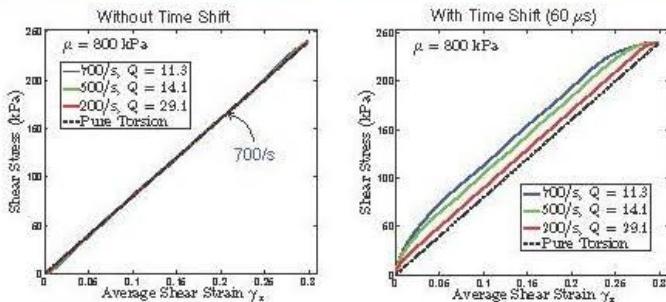


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1D Simulations Linear Elastic
ARL



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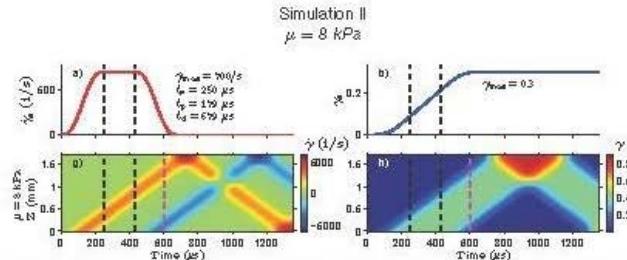
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Stress vs. Strain Curve
ARL



- Without time shift is valid data.
- With a time shift ($\approx 60 \mu\text{s}$) introduces apparent "rate-effects".

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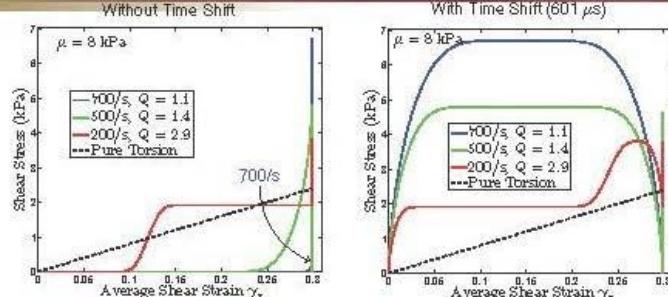
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1D Simulations Linear Elastic ARL



For shear modulus of 8 kPa, the specimen never reaches "uniform conditions" so that a traditional Kolsky bar analysis cannot be applied.

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Stress vs. Strain Curve ARL



Time shift is equal to the travel time of the shear wave from one end of the specimen to the other

- Without a time shift is meaningless — no stress at finite strain, multiple stresses at fixed strain.
- Using a time shift ($\approx 600 \mu\text{s}$) introduces erroneous "rate-effects"
- Strain is multiplied on reflection at the load cell.

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Conclusions

- The stress history at the load cell should never be time-shifted to synchronize it with the history of the average strain in order to produce a "stress-strain curve".
- Other Kolsky bar tests such as double-lap shear or circular shearing will have similar issues with dynamic equilibrium.
- Travel time of the loading wave can be on the order of loading pulse duration, in which case there is insufficient time for ring-up to dynamic equilibrium. For the torsional Kolsky bar tests on bovine brain tissue at a strain-rate of "700/s" that were reported in Nie et al 2013, the specimen could not have been in dynamic equilibrium, contrary to statements made in that paper.
- Both the solid and annular specimens have non-zero hoop and axial stresses that increase with strain. These normal stresses should not be considered a nuisance, but rather an important feature of the material. Axial stress can and should be measured.

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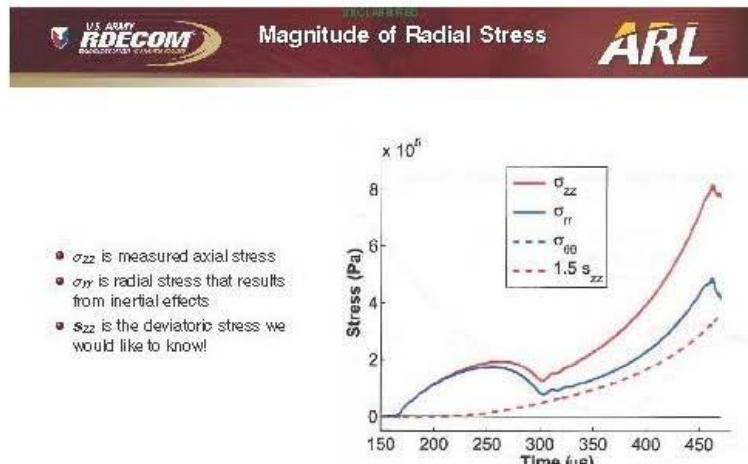
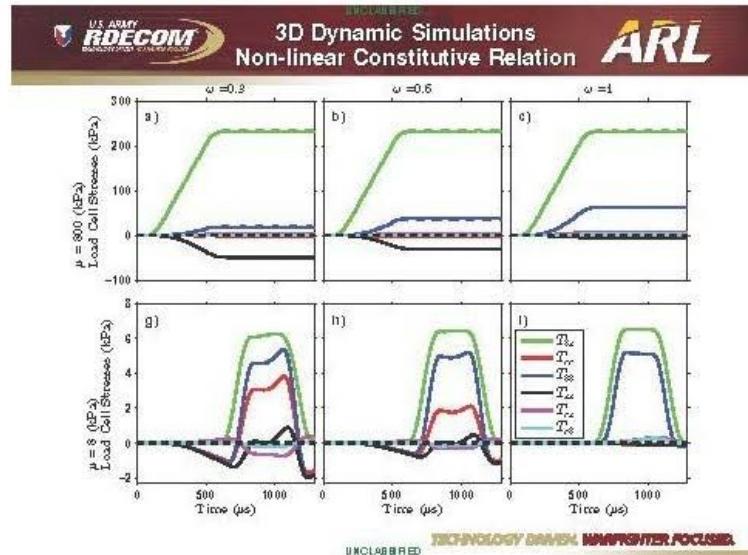


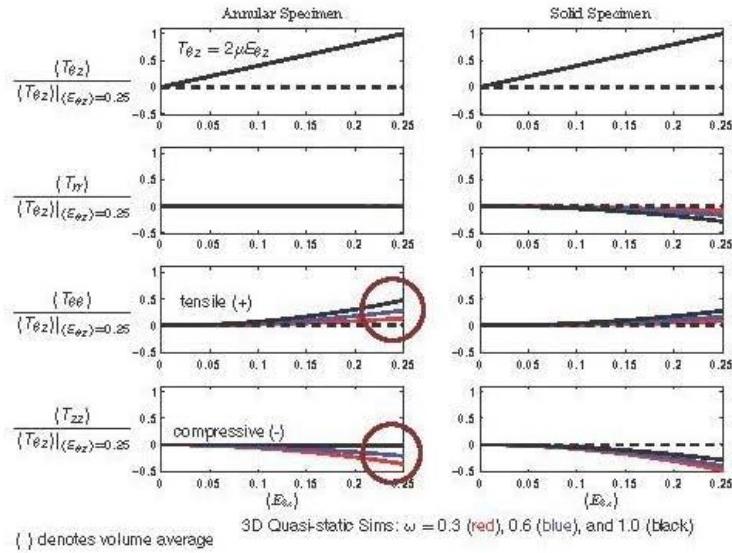
Issues/Open Questions

- How can we characterize the high strain-rate response of soft tissues?
- Could multiple test results be used to deduce the constitutive relationship, i.e., using the compression Kolsky bar test results with the inertial corrections for solid specimens, the complete strain-gage and load cell time histories in the torsional Kolsky bar, along with axial stresses measured in quasistatic torsion tests?

Questions?

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Appendix D. Slide Overview

This appendix appears in its original form, without editorial change.

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 U.S. Army Research, Development and Engineering Command

Workshop on Numerical Analysis of Human and Surrogate Response to Accelerative Loading

ARL

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Ravi Thyagarajan and Mike Tegtmeyer
TARDEC and U.S. Army Research Laboratory
09 January 2014

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 Session 1 Presentations **ARL**

Numerical analysis techniques for anthropomorphic test devices (ATDs) to simulate human response to accelerative loading

- A Preliminary Evaluation of Human & Dummy Finite Element Models under Blast-Induced Accelerative Loading Conditions Costin D. Untaroiu
- Approaches for Predicting Human Anatomical Variations Using Anthropometric and Demo-graphic Data Catherine Carneal
- Numerical Approach for Modeling Human Joints in Anthropomorphic Test Devices (ATDs) Renuka Jagadish

UNCLASSIFIED **TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.**

(b) (1) U.S. ARMY ROECDOM UNCLASSIFIED Critical Research Challenges ARL

- **End user focus**
 - Model needs to reflect its intended use
 - Support better testing
 - Regulation needs standardization
- **Proliferation of different ATD models**
 - Which model should the end user choose?
 - Geometry does not always reflect physical article used.
 - Does not appear that there exists broad dissemination of minor advances.
 - Appropriate scaling techniques
 - Improved contact functions
 - Publicly-available material properties
 - Appropriate mesh type and resolution
 - Duplication of efforts

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(b) (1) U.S. ARMY ROECDOM UNCLASSIFIED Critical Research Challenges ARL

- **A common understanding of definition of validation and accepted methods of conducting one**
 - Results and input from model validation available for peer-review
 - Caveats and limitations known and disseminated
- **Data generally accepted as validation-appropriate for UBB**
 - Both ATD and human models
 - Modeling community integrated early in the experimental-process to ensure the right measurements and boundary conditions are recorded
- **Scalability**
 - Full-scale, system-level testing

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US ARMY ROECOM Challenges not Being Addressed by the Research Community ARL

- **Inclusion of personal protective and support equipment**
 - All end-user application will include a fully encumbered Soldier
 - Soldiers are not all equipped the same
- **Posture, posture, posture**
 - Vehicle refresh lag – we will have our current vehicles for a long time
 - Validated models need to be useful for near and medium-term occupant postures
 - Articulation of ATD and human models into military-relevant postures is required.
- **A common understanding of the UBB loading environment**
 - Definition of "High Rate"
 - Loading is not uniform

UNCLASSIFIED TECHNOLOGY DRIVEN WARFIGHTER FOCUSED

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US ARMY ROECOM Challenges not Being Addressed by the Research Community ARL

- **Common anthropometry definition**
 - WIAMan?
- **Are we sensitive in the right places?**
 - Testing (and by extension, modeling) is intended to enhance protection systems
- **Kinetics and kinematics**
 - Entrapment
 - Belts and safety-systems
- **Bridge between accurate ATD and human response**
 - Regulation is ATD. Occupant protection is human.

UNCLASSIFIED TECHNOLOGY DRIVEN WARFIGHTER FOCUSED

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 U.S. Army Research, Development and Engineering Command

Multi-scale Modeling Techniques for Human Tissue Response

Session Two

ARL

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Dan Nicolella (SWRI) and Sikhana Satapathy (ARL)
07 January 2014

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 Session Two - Presentations **ARL**

Multi-scale Modeling Techniques for Human Tissue Response

- Effect of Loading Rate and Orientation on the Compressive Response of Human Cortical Bone - Brett Sanborn
- Experimental and Finite Element Analysis of Brain Tissue under High Strain Rates - Lakiesha N. Williams
- Hierarchical Development of Biomedically Validated Human Computational Models - Robert Armiger
- Material Properties of the Human Heel Fat Pad Across Loading Rates - Spyros Masouros

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(b) (1) U.S. ARMY
ROECOM UNCLASSIFIED Session Two - Critical Research Challenges **ARL**

- **Model validation**
 - Model calibration vs. model validation
 - Quantitative model validation
 - Standard quantitative validation metrics
 - Hierarchical approach
- **Incorporating biological variability in M&S and validation**
 - anatomy
 - Material properties
- **Develop experiments explicitly for model validation**
 - Coordination between modelers and experimentalists
- **High rate material properties**
- **Microstructural/tissue anisotropy**
 - Do we have the correct material models
- **Appropriate number of specimens**
 - Capture the variability in biological systems

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(b) (1) U.S. ARMY
ROECOM UNCLASSIFIED Session Two - Challenges not Being Addressed by the Research Community **ARL**

- **Material failure**
- **Post failure behavior**
- **Availability/Consolidation of experimental data**
 - Model development
 - Model V&V
- **Develop model validation strategies/metrics**
- **Provide community with adjudicated model validation data sets**
- **Sensitivity analyses**

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Session Two - Critical Research Challenges **ARL**

- **Multi-scale M&S Goals**
 - Long-term: Minimize testing requirement for improved PPE and vehicle design
 - Short-term: Help design better WIAMAN / test dummy
 - "Formula-1 cars are now designed digitally with minimal lead time"
- **Critical Challenges:**
 - Constitutive model of tissues
 - Soft-tissues:
 - inertia effects dominate conventional high-strain rate measurement techniques
 - Fresh vs frozen vs fixed vs live tissues
 - Hard-tissues:
 - Clementine properties
 - Highly anisotropic and high spatial variability
 - General:
 - Are animal and human tissues similar in constitutive and failure behavior?
 - Can properties be correlated to intrinsic properties, e.g. density, mineral content, etc?
 - Property distribution as a function of population distribution. (can we increase sample size?)
 - Numerical methods:
 - Biofidelic models
 - Stochastic models
 - Multi-scale and multi-physics (continuum vs micromechanics based models, multiple RVE, etc.)
 - Fluid-structure interaction
 - Mesh quality, solution accuracy, convergence, computational costs, etc.
 - Calibration and validation issues

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Session Two - Challenges not Being Addressed by the Research Community **ARL**

- Material data for different tissues in relevant regime needed.
 - "Inverse FE" treatment for model parameter extraction required
- Correspondence between human and animal tissue behavior need to be studied
- Experimental data variability; not enough samples used.
- Multiple numerical methods are available. Bench mark experiments are needed.
- Two different worlds; how to bridge them?
 - ATD/ Test Dummy driven experiments and M&S vs. micromechanics based human model
 - Global parameter (force, acceleration) based assessment vs local variable (stress, strain) based criteria
- Skin-scan of PMHS
- Sensitivity analysis based on anthropometric differences (one concern was funding agencies rarely support such studies unless tied to "novel" methods)
- Multi-scale modeling methods not discussed. How a lower fidelity whole human model be linked to high-fidelity tissue level model?*
- How can the confidence in existing M&S tools be improved?

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Session Three - Presentations

Numerical Methods to Simulate the Response of Human Tissue and Bone to High-Rate Loading

- Comparing the Use of Dynamic Response Index (DRI) and Lumbar Load as Relevant Spinal Injury Metrics - Ravi Thyagarajan
- Developing and Empirical Model to Estimate Tibia Injury – Joseph O'Bruba
- Towards A Micromechanics-Based Simulation of Calcaneus Fracture and Fragmentation Due to Impact loading - Reuben H. Kraft
- Pelvis Response Effects on Whole Body Under-Body Blast Simulations - Adam Golman
- Numerical Methods for Large-Scale Simulation of Tissue and Tissue Simulant Response to Blast, Model Validation and Limitations – Raul Radovitzky

Session Three - Critical Research Challenges (being addressed and **not**)

- Dynamic Response Index (DRI) as indication of Lumbar spinal injury is inappropriate.
Need to develop:
 - Injury severity based scaled (not 0 or 1) injury assessment tool.
 - May be similar to AIS scales but more understanding and quantitative, preferable related to short term return to duty and long term quality of life
 - Can account for different failure modes (e.g., disc burst vs. wedge failure).
 - Based on observed dynamic injury mechanisms at different scales.
 - Effects of loading rate and duration?
- For empirical injury model development, a worst-case scenario needs to be identified, although the subsequently designed vehicle or protective gears may be over designed for most cases.
 - Effects of bending?
 - Non-vertical tibia position?

Session Three - Critical Research Challenges (being addressed and **not**)

- Failure criteria at micromechanis scales or meso scales are needed to identify injury or failure initiation and early-stage propagation
 - Effects of viscos fluid passing through permeable cell walls at high rates?
- Surrogates' response to blast loading needs to be validated by cadaver response.
 - Biofidelity?
 - Will cadaver skin be punctured through?
 - Can the degrees of freedom at a joint mimic human joints?
 - Effects of boots in shock isolation?
 - Effects of existing damage?
 - Effects of PPE?
- Data for tissue response to high-rate loading highly scattered.
 - Need high fidelity characterization methods to generate input data and validation cases

Session Three - Critical Research Challenges (being addressed and **not)**

- Experimental programs communicate with simulation programs in planning tasks.
- Research findings need to be disseminated to vehicle designers.
 - It is much more efficient when blast protection features are integrated with vehicle structure at design stage.
 - Retro-fit blast protection packages are much less effective

Session Three - Challenges not Being Addressed by the Research Community

- Loading scenarios by (potential) available protection systems
- Injury mechanism development based on injury data registered in theatre (actual data missing ?)

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Methodologies to Simulate Blast Loading Conditions
Session Four

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Barry Shender (NAVAIR) and Scott Kukuck (ARL)

09 January 2014

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 Session Four – Presentations 

Methodologies to Simulate Blast Loading Conditions

- Development and Validation of the WSU Human Body Model - Alan Goertz
- Adapting Automotive-Based Finite Element Models of Lower Extremity for High-Rate Impact Simulation of Occupants Subject to Under-Vehicle Blasts - Robert Salzar
- Current Research and Development Activities of the Full Body Model Center of Expertise of the Global Human Body Models Consortium Project - Scott Gayzik
- Modeling the Human Head and Neck: Sensitivity and Response - Dale Bass
- Effects of Posture, Torso Borne Mass and Seat Energy Absorbing Characteristic on Pelvis and Lumbar Spine Injury During Under Body Blast Event Using a Hierarchically Validated Finite Element Model - Andrew Merkle
- Human Body Model Injury Analysis in Real-World Crash Simulations - Kerry Danielson
- Numerical Modelling Undertaken at Dstl (UK) Concerning Vehicle Floor Plate Impact of Surrogates and Anatomical Human Entities Due to Under-Body Mine Loading - Daniel Pope
- Optimal Design of a Novel Energy Absorbing Material to Mitigate the Blast Effect on the Lower Extremities - King Yong

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U.S. ARMY ROECOM Session Four - Summary Observations and Research Challenges (1) **ARL**

- **The Verification / Validation Question**
 - What is validation ? The definition varies. Validation outside of the context is meaningless.
 - Validation should be quantitative, not merely a visual match. r^2 is not sufficient. Metrics and methods should be identified.
 - Validation must be accompanied by an explanation of how it was performed and what limitations / caveats are. It is as important to identify where NOT valid and where valid and where to stop believing.
 - Can we develop a standard for validation ? (method, metrics, data, etc)
 - Hierarchical model development
 - Occupant / Surrogate must interact with environment, so don't forget models for vehicle, seating, restraints, PPE
- **What constitutes valid scaling ?**

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U.S. ARMY ROECOM Session Four - Summary Observations and Research Challenges (2) **ARL**

- **Variability**
 - Accounting for unknowns; physiology; muscle activation; structure
- **What's important to model & what's not ?**
 - Sensitivity analysis and focus on what's important based on requirements not on inclusion of the n^{th} detail
- **What are the ultimate goals of the program ?**
 - What do we want from the modeling? If, for example, it's a design tool then it needs to be driven by operational requirements (persistent, common injuries – don't focus on unsurvivable injuries)
 - Ultimately, we want to develop modes of mitigation (technology or behavior)
 - Prioritize investments based on the goal
 - The goal is NOT a manikin. We are building a manikin, but it is protection for the HUMAN occupant

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 UNCLASSIFIED Session Four - Summary Observations and Research Challenges (3) 

Modeling Issues

- Model requirements inform test requirements, not vice-versa
- If the underlying component characteristics and behaviors are correct, then the model can be used for future threats
- The 50th percentile of what? What about the rest of the population? What about sensitivities across the population?
- Posture and motion must not be neglected
- Input parameter variability with distributions (working to probabilistic?)
- Resolution (fidelity) should be based on operational requirement
- Post-failure behavior and cascading responses
- Muscular responses
- Automotive may be good starting point, but require modification for blast
- Clearly define operationally relevant injuries – informs experimentalist requirements for modeling

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Oreskes N, Shrader-Frechette K, Belitz K; 'Verification, Validation and Confirmation of Numerical Models in Earth Sciences' *Science* **263**, pp. 641-646 (1994).

Henninger HB, Reese SP, Anderson AE & Weiss JA; 'Validation of computational models in biomechanics' *Proc IMechE 224 Part H: J Engineering in Medicine*, pp. 801-812 (2010).

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ASME V&V 10-2006; *Guide for Verification and Validation in Computational Solid Mechanics*.

ASME V&V 20-2009; *Standard for Verification and Validation in Computational Fluid Dynamics and Heat Transfer*.

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- Francis, Eliason, Thacker, Paskoff, Shender and Nicolella;
'Implementation & Validation of probabilistic models of the anterior longitudinal ligament and posterior longitudinal ligament of the cervical spine' *Computer Methods in Biomechanics and Biomedical Engineering* (2012).
- Nicolella, Francis, Bonivtch, Thacker, Paskoff, Shender;
'Development, verification and validation of a parametric cervical spine injury prediction model' AIAA SDM Conference 6, pp. 3977-3985 (2006).
- Thacker, Francis, Nicolella; 'Model Validation and Uncertainty Quantification Applied to Cervical Spine Injury Assessment' NATO Computational Uncertainty in Military Vehicle Design, pp. 22-1-26-30 (2007).

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Numerical Analysis Methodologies
for Human Body Subject to High
Rate Loading
Session Five 

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Spyros Masouros, Imperial College, and Sarah Hug (ARL)

09 January 2014

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 Session Five - Presentations 

Numerical Analysis Methodologies for Human Body Subject to High Rate Loading

- Constitutive Model and Parameter Sensitivity in Predicting Lower Leg Response for Underbody Blast Events - Megan Lynch
- Coupled Eulerian and Lagrangian Approaches for Dynamic Injury Analysis - Timothy P. Harrigan
- Crew Response in Full System HFCP - Allen Shirley
- Evaluating the Effectiveness of Various Blast Loading Descriptors as Occupant Injury Predictors for Underbody Blast Events - Jai Ramalingam
- Neck Response of a Finite Element Human Body Model During a Simulated Rotary-Wing Aircraft Impact - Joel Stitzel

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Session Five - Critical Research Challenges **ARL**

- Applicability of available human and H3 models to UBB
- Applicability of some injury criteria (eg DRIZ, HIC) – consensus that they are not good enough for UBB.
- Requirement (Y/N?) for Eulerian / ALE models to look at injury to human organs.
- Muscle inputs to lower and cervical spine in UBB?
- Material properties / constitutive models of relevant human tissue at appropriate rates
- The 'WIAMan' FE model
 - is it required (seems that the consensus is yes)
 - Where do we start from (is the global human model an appropriate starting point?)
 - What strategy do we take to get there

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Session Five - Challenges not Being Addressed by the Research Community **ARL**

- The 'WIAMan' FE model
 - is it required (seems that the consensus is yes)
 - Where do we start from (is the global human model an appropriate starting point?)
 - What strategy do we take to get there
- Sensitivity of human FE models to input parameters on appropriate outputs
 - which of the material parameters are actually important and so which ones do we need to capture as accurately as we can.

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**Numerical Methods for Analysis of
ATD Materials (Including Soft
Materials) Undergoing High-Rate
Loading**

Session Six

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Tusit Weerasooriya (ARL) and Joel Stitzel (Wake Forest)
09 January 2014

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 **Session 6** 

- Need (critical) tedious iterative computational methods (including people who are willing to do this) to extract APPROXIMATE mathematical representations (models) of the material constitutive response of materials such as foams, very soft polymers, skull, calcaneus, connective tissues (tendons, ligaments) etc, especially for high loading rates
- DMA data alone may not be good enough to represent material response of viscoelastic materials; material scientists regularly use only DMA data
- Relaxation or cyclic data alone may not represent the viscoelastic stress-strain material response

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- All tissues are anisotropic or not uniform – need to start thinking about designing, characterizing and modeling methods for new surrogate materials that actually mimic real hard, connective and soft tissues to capture real human response
- It is almost impossible to extract specimens (uniform with needed sizes) from all the components of the human for experimental characterization; need to think different – how do we extract APPROXIMATE material response models from these possible human samples (small structures) with a combined computational/experimental hybrid approach
- LSDYNA (widely used) could have an easy user interface to incorporate new material models or variations of existing models (without going through the code company)

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- It is almost IMPOSSIBLE to tune any of the material model concepts (including state of the art) to all possible experimental data types – so focus on the application specific material behavior experiments
- Need to understand the change in response (and hence the change in const response) of the ATD after repeated use
- Fracture of bones: we may need to develop new replaceable components (with novel designed-materials tuned to bone fracture response) in future Gen Xs to capture actual fracture response of bones
- Experiments should have enough tissue samples to extract variability and future models should have variability built in to them? A tough task....

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Appendix E. List of Attendees

This appendix appears in its original form, without editorial change.

List of Attendees

Name	Title	Organization
Walter Andrefsky	Test Officer	ATC
Robert Armiger	Asst Group Supervisor	JHU/APL
Patrick Baker	Director WMRD	U.S. Army Research Laboratory
Craig Barker	Mechanical Engineer	ARL/SLAD
Dale Bass		
Brian Benesch		
Bob Bocchieri	Principal Engineer	ARA
Ronald Bowers		ARL/SLAD
Alex Breuer		
Catherine Carneal	Asst Program Manager	JHU/APL
Bryan Cheeseman	Mechanical Engineer	US Army Research Laboratory
Mostafiz Chowdhury	Engineer	ARL, RDRL-DW
Raquel Ciappi	Mechanical Engineer	SURVICE Engineering/ARL SLAD
Sarah Coard	Biologist	ARL/SLAD
Randy Coates	Supervisory Physical Scientist	ARL, RDRL-DW
Maribeth Cohey	Physiologist	ARL/SLAD
Joseph Cordell		DSTL
Brian Corner		NSRDEC Warfighter Directorate
Mark Couch	Research Staff Member	Institute for Defense Analyses
Christopher Coward	Mechanical Engineer	SLAD
Joshua Crone	Mechanical Engineer	ARL (CISD)

Chris Cummins		ARL-WMRD Blast Protection Branch
Brock Cunningham	Lead Analyst	Booz Allen Hamilton, contract support to HQMC CD&I, CDD, FMID
Jerry Czarnecki Kerry Danielson	Research Staff Member	Institute for Defense Analyses
Thomas Digliani	Mechanical Engineer	ARL/WMRD
Ashley Eidsmore	SMART Student	ARL/SMART Student
Ian Elgy		dstl
Rebecca Fielding	Graduate Student	Penn State University
Craig Foster	Engineer	TARDEC
Adam Fournier Patricia Frounfelker	Bio-Mechanical Engineer Biomedical Engineer	ATC ARL, RDRL-DW
F. Scott Gayzik Neil Gniatzowski Alan Goertz	Assistant Professor	Wake Forest University School of Medicine
Adam Golman	Biomechanical Engineer	JHU/APL
David Grove Allan Gunnarsson	Computer Scientist Mechanical Engineer	ARL/CISD/CSD/SSB ARL USAMRMC-DoD Blast Injury Research PCO
Raj Gupta	Dep Director	
Carolyn Hampton	Postdoctoral Associate	Virginia Tech
Warren Hardy	Associate Professor/Director	VT-WFU Center for Injury Biomechanics

Timothy Harrigan	Biomechanical Engineer	JHU/APL
Krista Harris	Mechanical Engineer	NSWC Carderock
Janice Hester	Research Staff Member	Institute for Defense Analyses
Dixie Hisley	General Engineer	ARL/SLAD
James Hoffman	Engineer	ARL, RDRL-DW
Terry Holdren	Mathematical Statistician	ARL, RDRL-DW
Christopher Hoppel	Chief, Soldier Protection Sciences Branch	ARL
Douglas Howle	Mechanical Engineer	ARL/SLAD
Yolin Huang		WMRD/ARL
Renuka Jagadish	CAE Engineer	Humanetics Innovative Solutions, Inc.
Vincent Jakubowski	Systems Engineer	PM-Allied Tactical Vehicles
Aaron Kahn		
Matthew Kaufman	General Engineer	U.S. Army Research Lab, Survivability/Lethality Analysis Dir, Ballistic Vulnerability/Lethality Div Johns Hopkins University Applied Physics Laboratory
Dean Kleissas	Engineer	
Stephanie Koch	Physical Scientist	OSD, DOT&E
Reuben Kraft		
Scott Kukuck		
Kumar Kulkarni	Sr. Technical Specialist	ESI-US Inc. on-site at TARDEC
Bruce LaMattina	Director of Federal Research Relations and Research Professor in Mechanical and Aerospace Engineering	Rutgers University
Ronald Lehman		
Jaclyn Lerg	Product Integrator	PM Bradley

Kevin Lister	Senior Analyst	CORVID Technologies
Megan Lynch	Mechanical Engineer	U.S. Army Research Laboratory
David Lyon	Chief Protection Division	U.S. Army Research Laboratory
Mike Maffeo		NSRDEC Warfighter Directorate
Patrick Maloney	President/CEO PM13 Consulting	PM13 Consulting

Spyridon Masouros	Dr.	Imperial College London
Lydia Mattern	Test Officer	US Army Aberdeen Test Center Bowhead Science and Technology LLC
Jason McDonald	Senior Scientist	
Kimberly Meeks	Program Manager	CORVID Technologies
Andrew Merkle		
Andrew Merkle	Program Manager	The Johns Hopkins University Applied Physics Laboratory
William Mermagen		
Brian Minch	Engineer	ARL, RDRL-DW
Daniel Nicolella		
Joseph O'Bruba	Engineer	ARL/SLAD (SURVICE Contractor)
	Director of Business Development (Active Protections Systems)	
Paul Palmer		TenCate Humanetics Innovative Solutions, Inc
Hyunsok Pang	CAE Chief Engineer	
Matthew Panzer	Research Scientist	UVA
Joseph Park	Engineer	SURVICE Engineering / USMC MRAP
Mathieu Philippens		
Frank Pintar	Professor	Medical College of Wisconsin
Daniel Pope		DSTL
David Powell	Mechanical Engineer	ARL
Emelia Probasco	Johns Hopkins University - Applied Physics Lab	

Andrzej Przekwas	CTO	CFD Research Corp
Anne Purtell	Survivability Lead	Auto Cell, PEO-Land Systems
Jacob Putnam Raul Radovitzky	Graduate Research Assistant	Virginia Tech
Jaisankar Ramalingam	Mechanical Engineer	TARDEC
Mark Rapo	Engineer	L-3 Applied Technologies, Inc
Tyler Rooks	General Engineer	U.S. Army Aeromedical Research Laboratory
Daniel Rusin	Staff Engineer	RDECOM HQ
Thomas Russell Grace Sadia	Director ARL Physiologist	U.S. Army Research Laboratory ARL/SLAD
Erick Sagebiel	Chief Survivability Engineer (Active Systems)	TenCate
Masayuki Sakamoto	ESEP Research Engineer	Survivability Research Section, Ballistic Research Division, Ground Systems Research Center Technical Research and Development Japan Institute, Japan Ministry of Defense
Robert Salzar	Principal Scientist	UVA
Brett Sanborn Sikhanda Satapathy Richard Sayre Mike Scheidler		ARL/ORISE WMRD/ARL
Shane Schumacher	Mechanical Engineer	Sandia National Laboratories
Welling Scott	Mechanical Engineer / Team Leader (a)	ARL / SLAD
Allen Shirley	Program Manager	CORVID Technologies
Kevin Silas	Associate Engineer	SURVICE Engineering
Darnell Slaughter	Research Assistant	Penn State University

Stephanie Snead	Chief, Warfighter Survability Branch	ARL/SLAD
Adam Sokolow Dominik Soyka	ORISE Postdoctoral Fellow Engineer	ARL ARL, RDRL-DW
Robert Spink	Biomedical Engineer Professor and Chair, Biomedical Engineering	WIAMan PMO, ARL
Joel Stitzel	Associate Head, VT-WFU	Wake Forest Baptist Health
Christopher Taggart		DSTL
Rabih Tannous Michael Tegtmeyer	President Computer Scientist Computer Systems Analyst	AASA Inc. ARL, RDRL-DW
Steven Thompson	Principle	ARL, Lockheed Martin
Ravi Thyagarajan	Senior Technical Specialist, Analytics	TARDEC/Analytics
Benjamin Turner	Research Staff Member	Institute for Defense Analyses
Jerome Tzeng Costin Untaroiu	Mechanical Engineer	ARL
Vincent Volpe	Research Staff Member	Institute for Defense Analyses
Liming Voo	Project Manager	Johns Hopkins University Applied Physics Laboratory
James Walbert	Adjunct Research Staff	Institute for Defense Analyses
Kerry Walzl		Institute for Defense Analyses
Kate Weaver	Mathematician	ARL
Paul Weber	Research Staff Member	Institute for Defense Analyses

Tusit Weerasooriya	Mechanical Engineer	ARL
Lakiesha Williams	Assistant Professor	Mississippi State University
King Yang	Professor and Director	Wayne State University
Narayan Yoganandan	Professor	Medical College of Wisconsin
Jonathan Young	Engineer III	L-3 Applied Technologies, Inc
Timothy Zhang	Senior Scientist	ARL
Kimberly Ziegler	Biomedical Engineer	ARL

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	T RUSSELL	RDRL WM
	RDRL DP	P BAKER
	R COATES	S KARNA
	P FROUNFELKER	RDRL WML C
	R SPINK	L PIEHLER
	M TEGTMAYER	RDRL WML H
	RDRL DW	B SCHUSTER
	M CHOWDHURY	RDRL WMM A
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	T HOLDREN	RDRL WMM B
	B MINCH	B CHEESEMAN
	D SOYKA	B LOVE
	M B TEGTMAYER	RDRL WMM G
	RDRL HR	T PIEHLER
	P FRANASZCZUK	N ZANDER
	RDRL HRS C	RDRL WMP
	S GORDON	D LYON
	W HAIRSTON	S SCHOENFELD
	B LANCE	RDRL WMP B
	J MCARDLE	W EVANS
	K McDOWELL	A DAGRO
	K OIE	A DWIVEDI
	A PASSARO	A C GUNNARSSON
	M PETERSON	C HOPPEL
	J VETTEL	Y HUANG
	RDRL ROP L	M LYNCH
	F GREGORY	J MCDONALD
	RDRL SL	P MCKEE
	S COARD	D POWELL
	RDRL SLB D	B SANBORN
	D M HISLEY	S SATAPATHY
	RDRL SLB E	M SCHEIDLER
	C BARKER	A SOKOLOW
	D BASS	C WEAVER
	B BENESCH	T WEERASOORIYA
	R CIAPPI	S WOZNIAK
	M COHEY	T ZHANG
	C COWARD	K ZIEGLER
	DB HOWLE	RDRL WMP C
	M B KAUFMAN	S BILYK
	G SADIA	T BJERKE
	K WEAVER	D CASEM
	S WELLING	J CLAYTON
	RDRL SLB S	D DANDEKAR
	R BOWERS	M GREENFIELD
	RDRL SLB W	B LEAVY
	D BOOTHE	M RAFTENBERG
		RDRL WMP D

R DONEY
J RUNYEON
RDRL WMP E
P SWOBODA
RDRL WMP F
C CUMMINS
E FIORAVANTE
A FRYDMAN
A GOERTZ
N GNIAZDOWSKI
R GUPTA
R KARGUS
RDRL WMP G
N ELDREDGE
R BANTON
T DIGLIANI
S KUKUCK

INTENTIONALLY LEFT BLANK.